

ECONOMY 6

REBEL V8

AMBASSADOR V8

GROSSE POINTE PARK  
15011 KERCHIEVA AVE.  
GROSSE POINTE PARK MI 48217



Rambler

data  
book

ECONOMY-6

REBEL V-8

AMBASSADOR V-8

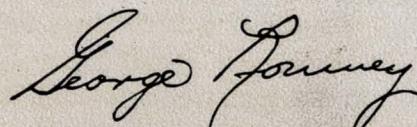
## RAMBLER . . . THE BEST OF BOTH FOR '58

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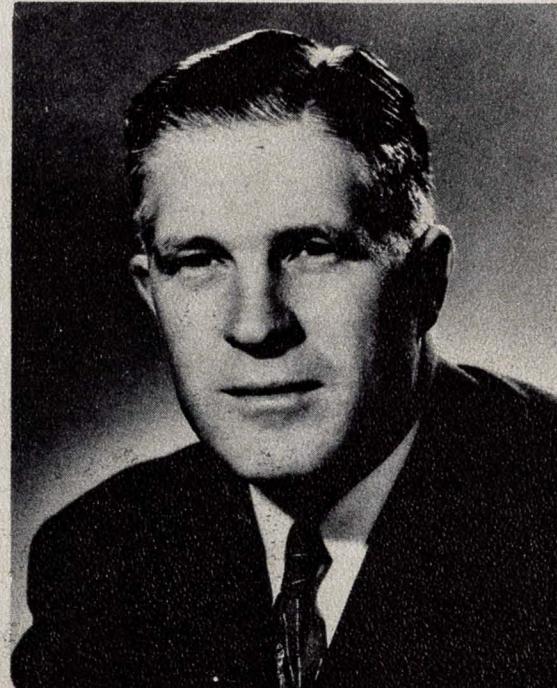
# THE RAMBLER TREND.. *a challenging opportunity*

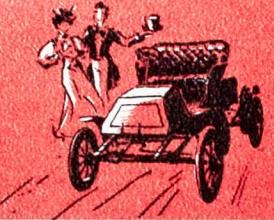
1958 marks not only the eighth anniversary of the modern Rambler, but it also signals a new era in motor car design concepts—which have captured the public interest as never before. Despite the revolutionary trend toward more compact cars now taking place, many competitive cars will be even bigger in length, width, weight and horsepower. This is significant for Rambler-conscious salesmen and owners. The trend toward low-cost, compact, functional cars is gathering momentum rapidly.

In 10 to 15 years, I believe fifty per cent of the cars sold will be compact cars like the Rambler. So Rambler's mounting popularity—plus the widespread increased interest in cars of Rambler's concept and design—offers a tremendous opportunity and challenge for salesmen. This 1958 Data Book is designed to give you facts about the unique product advantages of our Rambler 6 and V-8 models. I strongly urge you to read it and use it. It's crammed full of ammunition for a good salesman's job.

A handwritten signature in cursive script, appearing to read "George Romney".

George Romney, President  
American Motors Corporation





# *the* RAMBLER STORY of SUCCESS...1902 to 1958

The 1902 Rambler was one of America's first mass produced cars in that legendary era in which the fabulous automotive industry was born. The little red Rambler quickly established an outstanding reputation for dependability and advanced design far ahead of its time. In 1950, the Rambler name again appeared on a smart, compact, and economical car specifically designed to meet the needs of our changing times. The fabulous Rambler success in the ensuing seven years is now a matter of historical fact. No other car, in the last decade, has met with such overwhelming acceptance in a highly competitive market. As further evidence, Rambler resale value has climbed steadily to be one of the highest.

1956 was a year of sweeping change for Rambler. In 1957, a bold move further penetrated the low-priced field by offering a Six and a new V-8. Now, restyled and repowered for 1958, Rambler retains the basic concepts responsible for the unprecedented rise in popularity. In addition to the successful 108" wheelbase Six and V-8, an all-new Ambassador V-8, on a 117" wheelbase, is offered for the medium-priced field. A multitude of improvements have been added, producing the most exciting cars of the year. In keeping with advanced design concepts, the Rambler is built on modern assembly lines employing the most advanced production techniques. Thus, the 1958 models are destined to add a bright chapter to the amazing Rambler success story.

# 1958 RAMBLER MODELS... America's MOST POPULAR

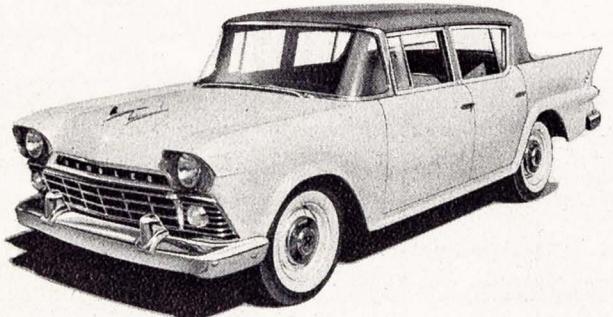
MODEL	5810 RAMBLER 6			5820 RAMBLER REBEL V-8			5880 AMBASSADOR V-8	
WHEELBASE	108"			108"			117"	
HORSEPOWER	127 (138 Optional)			215			270	
	DELUXE	SUPER	CUSTOM	DELUXE	SUPER	CUSTOM	SUPER	CUSTOM
4-DOOR SEDAN	5815	5815-1	5815-2	5825 Fleet Only	5825-1	5825-2	5885-1	5885-2
4-DOOR "COUNTRY CLUB" HARDTOP	—	5819-1	—	—	—	5829-2	—	5889-2
4-DOOR "CROSS COUNTRY" STATION WAGON	5818 Fleet Only	5818-1	5818-2	—	5828-1	5828-2	5888-1	5888-2
4-DOOR HARDTOP "CROSS COUNTRY" STATION WAGON	—	—	—	—	—	—	—	5883-2

The 1958 Rambler is available in four basic body styles and two wheelbases. Of these four styles, the four-door sedan, hardtop, and station wagon are America's most popular. The fourth body, the four-door hardtop station wagon, is an exclusive style especially offered for the new Ambassador V-8.

The differences between the various Rambler models are concerned with wheelbase, engine, trim and equipment. A complete knowledge of this data book will reveal the features and detailed differences. Traditional Rambler excellence in quality is not compromised in the lower priced models.

# RAMBLER - 6

108" WHEELBASE  
SEDAN and HARDTOP



RAMBLER-6 DELUXE 4-DOOR SEDAN ..... 5815



RAMBLER-6 SUPER 4-DOOR SEDAN ..... 5815-1



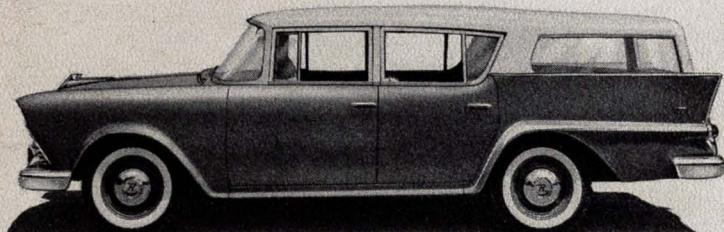
RAMBLER-6 CUSTOM 4-DOOR SEDAN ..... 5815-2



RAMBLER-6  
SUPER 4-DOOR "COUNTRY CLUB" HARDTOP ..... 5819-1

# RAMBLER-6

108" WHEELBASE  
STATION WAGON



RAMBLER-6 DELUXE (Fleet Sales Only)  
4-DOOR "CROSS COUNTRY" STATION WAGON.....5818



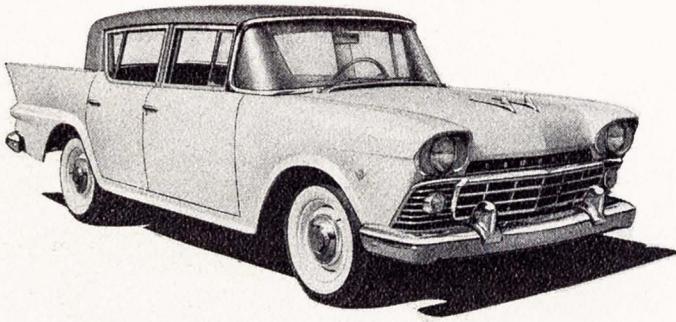
RAMBLER-6 SUPER  
4-DOOR "CROSS COUNTRY" STATION WAGON....5818-1



Rambler-6  
Custom  
4-Door  
"Cross Country"  
Station Wagon  
....5818-2

# RAMBLER

## REBEL V-8



RAMBLER REBEL V-8 (Fleet Sales Only)  
DELUXE 4-DOOR SEDAN.....5825

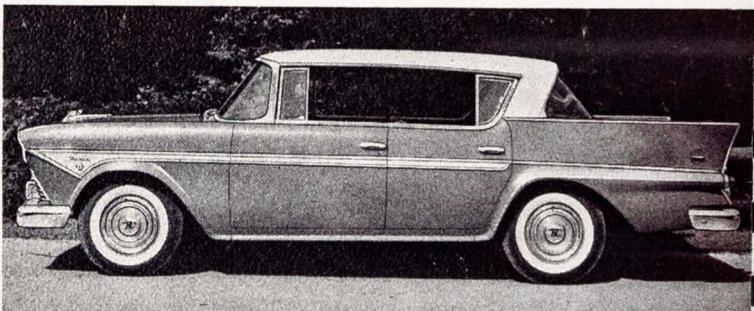


RAMBLER REBEL V-8 SUPER 4-DOOR SEDAN.....5825-1

108" WHEELBASE  
SEDAN and HARDTOP



RAMBLER REBEL V-8 CUSTOM 4-DOOR SEDAN.....5825-2



RAMBLER REBEL V-8  
CUSTOM 4-DOOR "COUNTRY CLUB" HARDTOP.....5829-2

# **RAMBLER**

## **REBEL V-8**

**108" WHEELBASE**  
**STATION WAGON**



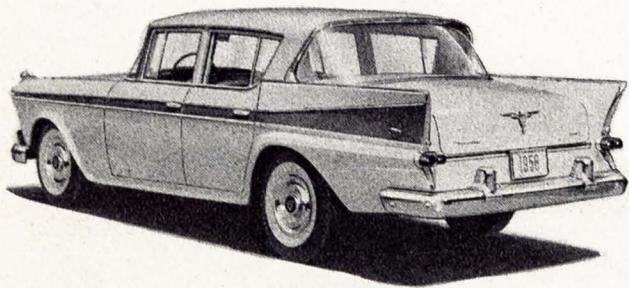
**Rambler Rebel V-8  
Custom  
4-Door  
"Cross Country"  
Station Wagon  
... 5828-2**

**Rambler Rebel V-8  
Super  
4-Door  
"Cross Country"  
Station Wagon  
... 5828-1**



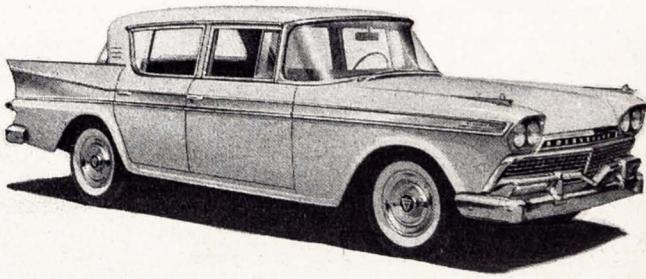
# AMBASSADOR

BY RAMBLER

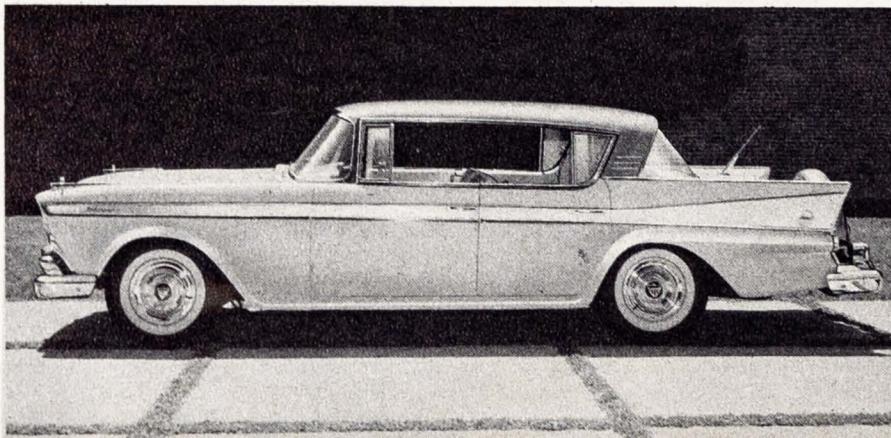


AMBASSADOR V-8 SUPER 4-DOOR SEDAN.....5885-1

117" WHEELBASE  
SEDAN and HARDTOP



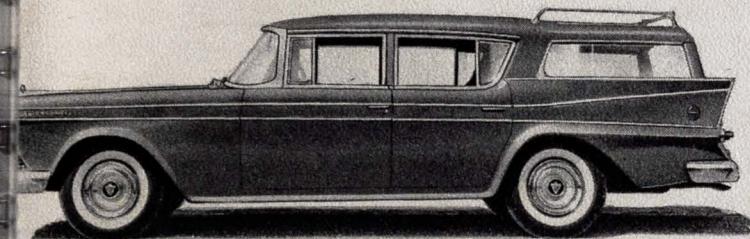
AMBASSADOR V-8 CUSTOM 4-DOOR SEDAN.....5885-2



Ambassador V-8  
Custom  
4-Door  
"Country Club"  
Hardtop  
....5889-2

# AMBASSADOR

BY RAMBLER



AMBASSADOR V-8 SUPER 4-DOOR  
"CROSS COUNTRY" STATION WAGON..... 5888-1

## 117" WHEELBASE STATION WAGON



AMBASSADOR CUSTOM 4-DOOR  
"CROSS COUNTRY" STATION WAGON..... 5888-2

Ambassador V-8  
Custom 4-Door  
"Cross Country"  
Hardtop  
Station Wagon  
.... 5883-2



# RAMBLER with all-new

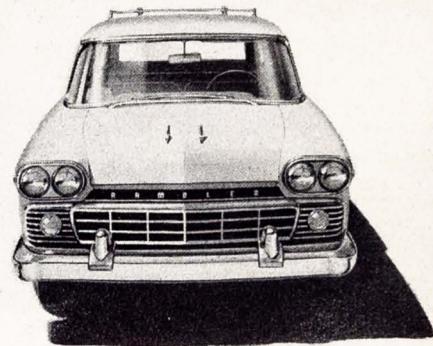
NEW DUAL-HEADLIGHTS combine night-driving safety with styling beauty. The four horizontally mounted sealed-beam lamps are  $5\frac{3}{4}$ " in diameter instead of the 7" size. The outer lamp has two filaments while the inner lamp has one.

For highway driving, requiring "high-beams", all four lamps give a total of 150 watts instead of 100 as on single lamp systems. The lower filament of the outer lamps and the single filament inner lamps are then on together. More light is thus provided at higher levels for better visibility especially over rolling roads.

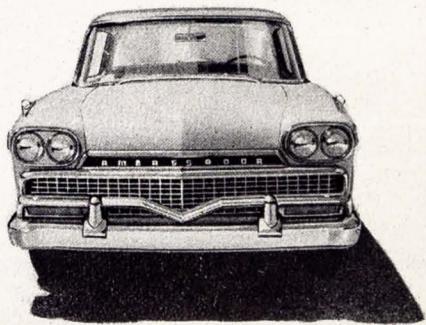
For normal driving, requiring "low-beams", only the upper filament in the outer lamps is on. The inner lamps are off. This results in an increased wattage of 100 as compared to 80 on single lamp systems. More light is directed to the left side of the road to aid in seeing objects and silhouettes. A normal foot operated dimmer switch is used to change beams.

Dual headlights are standard on all models except the Deluxe series on which they are an extra 10 cost option.

# STYLING . . . . .



Rambler-6 and Rebel V-8



Ambassador V-8

## ... FROM THE FRONT

● GRILLE, SIX AND REBEL V-8 . . . Newly styled for a solid, more massive effect, the main grille is a single die-casting with a wide rectangular pattern. Side grille extensions, with circular park-turn lights are separate die-castings. RAMBLER letters are in the grille-hood opening. All parts are chromed.

● AMBASSADOR V-8 . . . New full-span styling is achieved in the fine textured rectangular anodized aluminum mesh grille framed with chrome die-cast mouldings. A V-design chrome guard-bar with integral park-turn lights accents the frontal design. AMBASSADOR letters are in the grille-hood opening. Chrome trim frames the hood edges.

● BUMPERS . . . The rugged wrap-around bumpers are of deep-drawn construction for maximum protection. Massive bumper guards are placed to prevent over-ride damage.

● HOOD . . . The new low hood provides excellent forward visibility, and is also wide for easy engine compartment access. A new double-action hood lock and release assembly provides easy operation. Also, a new hood hinge, with tension coil spring, provides positive opening and holding action. Fiberglas hood insulation, to dampen noise, is standard on all models.

Twin-fin hood ornaments are standard on Rambler models, and new fender-top ornaments are standard on Ambassador models.

FRESH AIR INTAKE . . . The air intake is mounted at hood level to draw in fresh air above low-lying exhaust fumes and road dust. The intake is a functional styling feature, and the opening is accented by a new aluminum mesh screen.

● WINDSHIELD . . . The huge wrap-around windshield is  $59\frac{3}{4}$ " wide with a 1105.7 sq. in. area. Curvature is scientifically designed to prevent distortion. The windshield is encircled with chrome content stainless steel mouldings.

# RAMBLER

# with NEW FIN STYLING . . .

From the rear, the new Rambler models emphasize the distinctive unity of fin styling and function that places these new cars far beyond the ordinary. The new smooth roof, rear window, rear deck, new tail lights, new rear fenders, and bumper have been carefully related, one to the other, to achieve classic harmony of form and proportion.

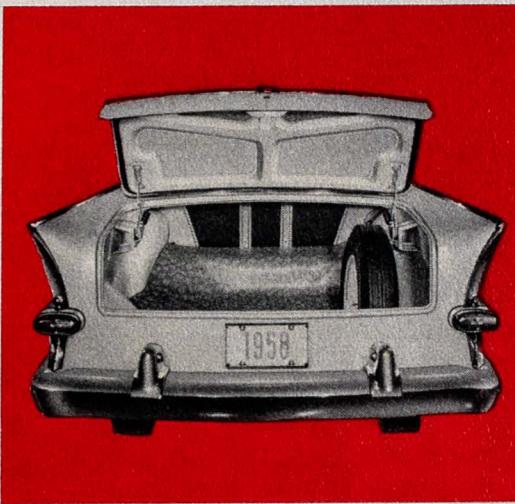


RAMBLER  
SIX and  
REBEL V-8

AMBASSADOR V-8



# FROM THE REAR



The large luggage space has a capacity of 13.5 cubic feet. The spare tire is vertically mounted in the right side of the trunk. With optional continental tire, capacity is 16.5 cubic feet. The capacities are based on the new SAE standard luggage rating system.

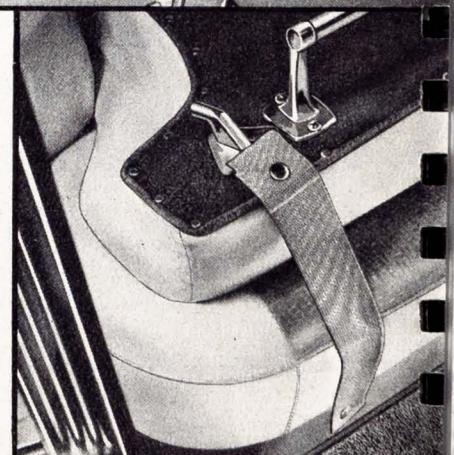
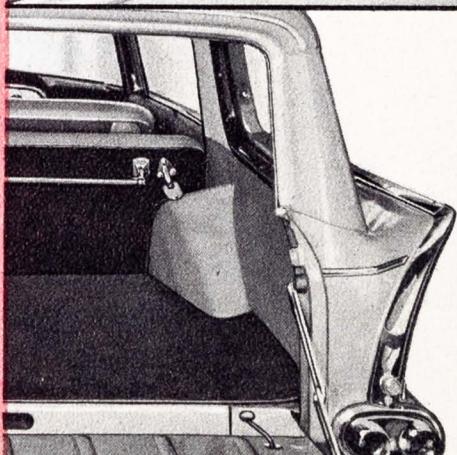
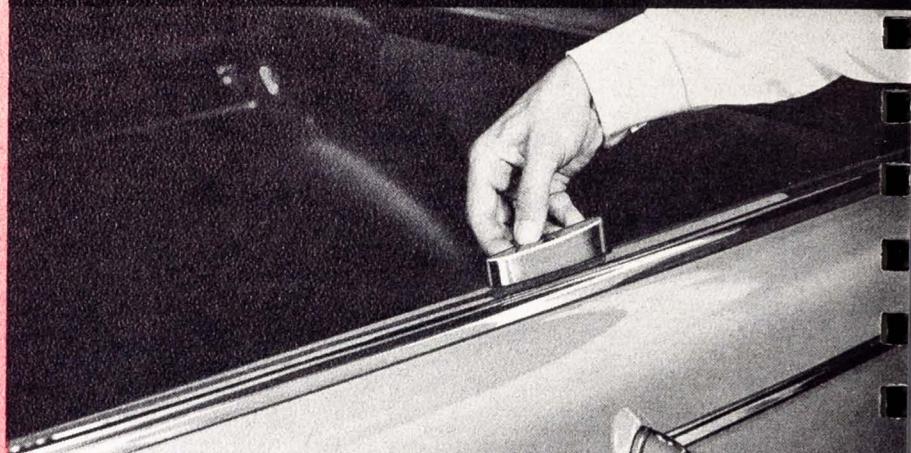
- REAR WINDOW . . . Unsurpassed vision is best demonstrated by the remarkable forward view through the rear window. The one-piece, curved, tempered safety glass has an area of 1078.6 square inches. The 58 $\frac{3}{4}$ " wide rear window is framed with chrome content stainless steel mouldings. On Ambassador models, the upper moulding has a new simulated air-vent design.
- REAR DECK . . . The rear deck is high and flat to provide maximum luggage space. The deck lid is counterbalanced with a new tension-spring hinge design for easy opening. New medallions with integral lift grips are used, and the Ambassador has a new eagle and shield design.
- TAIL-LIGHTS . . . The smartly styled and highly visible new tail-lights are faired into the lower portion of the new fenders. Stop, tail and parking lights are combined as a unit. The plastic lens has twin-projections for Ambassador models. A small circular reflector is mounted above the tail-lights. Optional back-up lights are located below the tail-lights.

**NEW TAIL-GATE LATCH . . .** A new T-handle permits tail-gate opening with one simple hand-pull action. The T-handle, which is recessed in the inside upper edge of the tail-gate, controls "double sliding latches" located on each side of the tail-gate. This new design is safer with positive locking action. The two side-locking handles are eliminated which adds an inch to the rear opening width. The tail-gate is fully spring counterbalanced for easy operation.

**NEW FOLDING REAR-SEAT . . .**

The rear-seat folding procedure remains the same as the modified version that went into production during the 1957 model year. However, the rear-seat back is held in the upright position by new metal clips mounted on the rear wheel-wells rather than by leather loops. The rear-seat back is held down in the folded position by two fabric straps affixed to the rear-seat base.

**AMERICA'S NEWEST . . .**



## STATION WAGON

### ● TRAVEL-RACK and TAILGATE WINDOW

. . . The unique stepped roof and gleaming chrome Travel-Rack of the Rambler station wagons are distinguishing features found on no other car. Special tie-down straps for car top carrying are dealer accessories. A feature introduced in the low priced field in 1956 by Rambler, the big rear window lowers into the cargo door. The upper tailgate is completely eliminated and full ventilation is provided with the roll-down window. The crank-handle is key locked.

### ● CARGO COMPARTMENT . . .

The Rambler station wagons are designed for large cargo carrying capacity—made possible by generous interior dimensions and wide cargo door opening. The cargo capacity measures a full 80 cubic feet with rear seat down, and the square-cut tail-gate opening is four feet wide. Complete dimensions are given in the "Specifications Section."



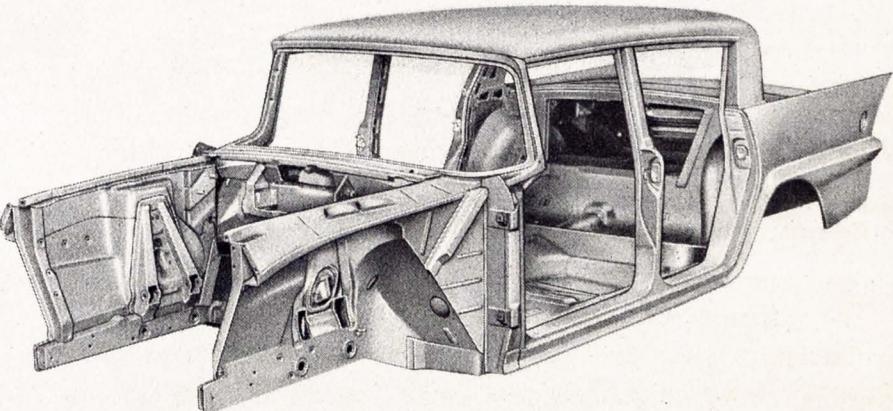
• THIS IS A  
DOUBLE-SAFE  
**SINGLE UNIT  
BODY**

BUILT WITH AN ADVANCED  
METHOD OF BODY CON-  
STRUCTION IN WHICH THE  
BODY AND FRAME ARE  
COMBINED INTO A SINGLE  
ALL-WELDED STRUCTURAL  
UNIT

PIONEERED AND BUILT  
EXCLUSIVELY BY

**AMERICAN MOTORS CORP.**  
DETROIT                    MICHIGAN

**IMPROVED for '58 and still  
the **BEST WAY**  
*to build an automobile***



This plaque is affixed to every Rambler to serve as a constant reminder of the strength and safety built into the most advanced car of its time.

Rambler-6 and  
Rebel V-8 shown

**DOUBLE SAFE**

# SINGLE UNIT

**CAR CONSTRUCTION**

The revolution in transportation caused by the advent of the modern all-metal airplane and the modern streamlined high-speed train was made possible by the single unit concept of structural design. American Motors is the first manufacturer to successfully apply this concept to another form of transportation—the passenger car. In so doing, the conventional "horse-and-buggy" method of bolting a body to a separate heavy frame has been completely outmoded. Realizing this, other car-makers are endeavoring to develop unit construction—however, they are reluctant to take the step because extensive production facilities would have to be completely scrapped.

The all-welded single unit structure shown on the opposite page represents over 17 years of engineering know-how and experience with this type of body construction. By taking advantage of the inherent double torsional rigidity of single-unit construction, American Motors engineers have been able to design four-door hardtops that have established new standards of strength and safety for this type of body style. In addition to being the first car structure to be expressly designed for the new four-door hardtop body style, the new Rambler is the first car in which provisions for the wheel suspensions and air conditioning system have been completely integrated into the design of the basic structure.

## **STRUCTURAL IMPROVEMENTS . . .**

Structural refinements for the 1958 single-unit body result in positive improvements in car rigidity. Consumer benefits are realized since new cars possess a firmer, quieter feel with resultant longer life. Also, riding qualities are definitely improved.

**STRUCTURAL IMPROVEMENTS FOR ALL MODELS . . .** 1. Rear pillar area strengthened by addition of new inner braces welded to parent structure . . . 2. New structural angular brace joins forward section of rear wheelhouse to underbody floor in a positive, welded manner on each side. Change also accomplished on station wagons by addition of new structural member mounted horizontally . . . 3. Horizontal supporting structure joining the vertical windshield pillar is modified with a double-box inner section for greater rigidity in support of wrap-around windshield post area . . . 4. New structural member welded between the front frame sill upper surface, body cowl (dash), and front wheelhouse inner surface integrates the

three structural elements for greater total strength . . . 5. Lower portion of new instrument panel is secured firmer to body post area, increases rigidity by distributing loads over greater area . . . 6. Inside rear fender slightly behind wheel, a new steel covering plate is added to prevent possible rust action in upper fin-area due to trapped dirt, mud, water, snow, etc. Slight gain in fender-to-wheelhouse stiffness is accomplished.

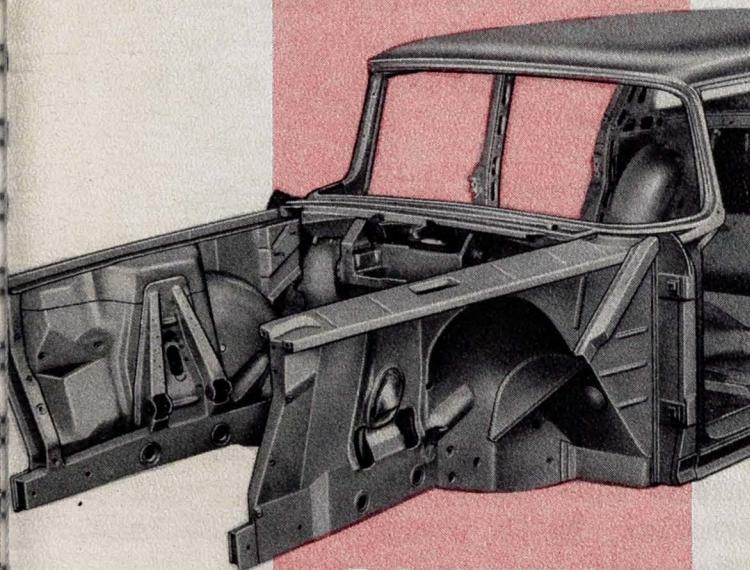
### **MODIFICATION IMPROVEMENTS FOR 9" LONGER FORWARD STRUCTURE OF 117" WHEELBASE AMBASSADOR . . .**

1. New structural gusset plate added between lower surface of front frame sill and rear engine crossmember . . . 2. New structural section brace is welded to outer surface of rear portion of front wheelhouse for added stiffening . . . 3. Two steel tie-rods are bolted diagonally between upper cowl structure and upper wheelhouse for better load transfer.

**DOUBLE  
SAFE**

**SIN-O-EE  
UNIT**

**CAR CONSTRUCTION\***



**SAFETY  
BARRIER**

**\**the world's SAFEST!***

In ordinary separate body-and-frame construction, the separate frame is located entirely below the passenger compartment. In single unit construction, the passenger compartment is protected on all sides by a one-piece, three-dimensional structural unit. Ordinary cars offer little protection from the front—the direction of greatest potential danger. Unlike cars of ordinary construction, the Rambler has structural members forward of the firewall to act as a safety barrier. These all-welded structures are easily visible on each side of the engine compartment.

The forward structure on the new 117" wheelbase Ambassador is 9" longer than the 108" wheelbase models, and is therefore strengthened at the important stress points. (Shown at left).

# THE "FINISHING" TOUCH

● 14 COLORS . . . The new solid colors are standard on all models (9 for Deluxe and Super, 14 for Custom). The complete list of 1958 baked enamel colors are listed as follows:

- \*P1 Classic Black (Same as '57)
- \*P2 Kimberly Blue (Metallic)
- \*P3 Saranac Green (Metallic)
- \*P72 Frost White (Same as '57)
- P90 Mardi Gras Red (Same as '57)
- P95 Gotham Gray (Metallic) (Same as '57)
- \*P97 Brentwood Green
- \*P98 Lakeshore Blue
- P99 Frontenac Gray

Following five colors for Custom models only:

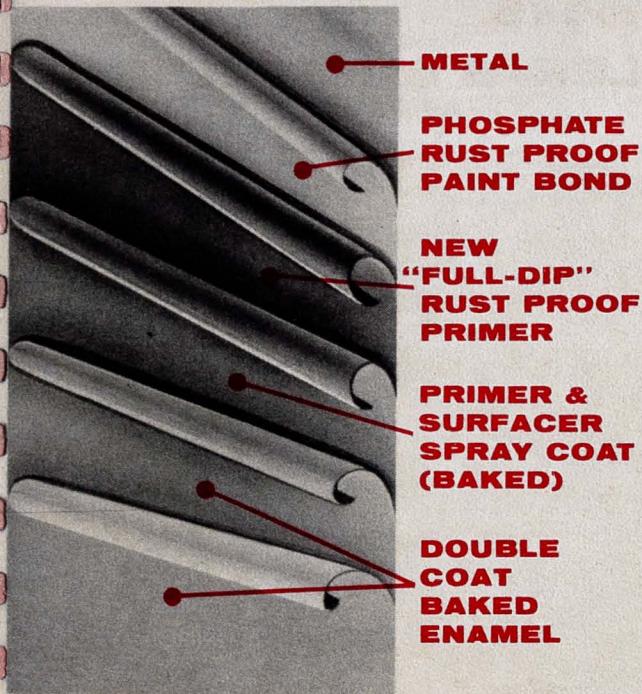
- \*P4 Alamo Beige
- \*P5 Autumn Yellow
- P6 Georgian Rose
- \*P7 Mariner Turquoise (Metallic)
- P94 Cinnamon Bronze (Metallic) (Same as '57)
- \*"Super Enamels"

● TWO-TONE COLOR COMBINATIONS . . . Two-tones are optional at extra cost on all models (8 for Deluxe and Super, 16 for Custom). In addition, Custom station wagons are also available with 14 wood-grain two-tones (Di Noc plus solid color) at extra cost.

● FULL UNDERCOATING . . . For 1958 new car undercoating is a low-cost factory applied option. There is a big advantage in having undercoating applied before the car is subject to the elements. Also, the factory engineered and approved method is more complete. Undercoating protects the under-body against rust or corrosion, helps insulate against dust, fumes, cold, heat and road noise.

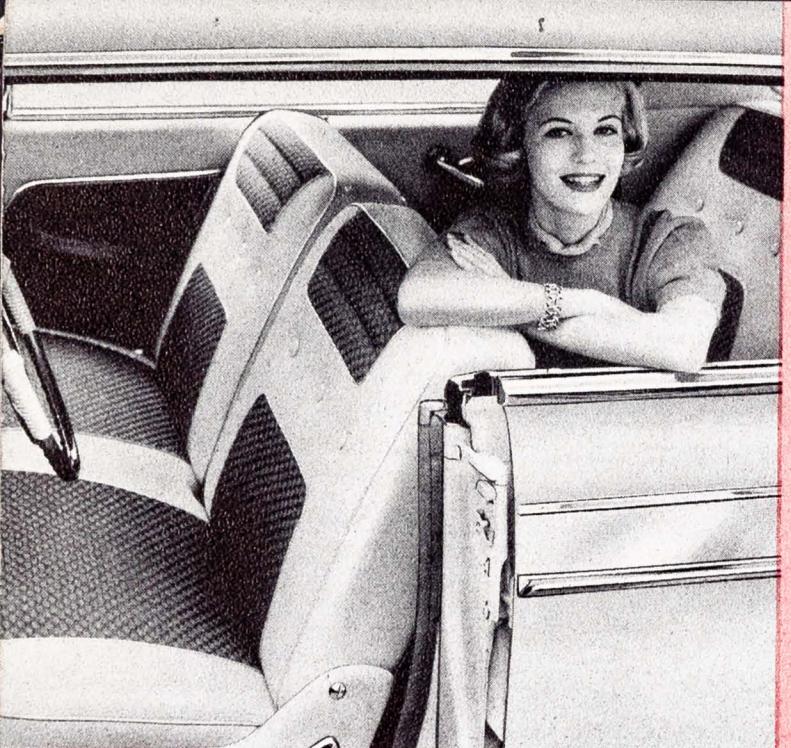
● NEW RUSTPROOFING . . . See Page 23.

# *finished a new way for* **LASTING BEAUTY**



To preserve the beauty of baked enamel and to retard rusting and corrosion underneath, all sheet metal parts are treated with a new "full-dip" protective bath process. The basic body structure is completely immersed in a chromate primer tank so that the protecting chemicals can reach inaccessible or shielded body areas better than the previous spray method. The non-metallic chromate primer compound provides an effective and lasting anchor for the finish in addition to preventing the spread of rust when the finish is scratched or dented, and when exposed to road or weather elements. AMC is the first U.S. car manufacturer to adopt the advanced full-dip process.

The magnificent new Rambler colors are highest quality baked enamel, and are carefully applied with the most modern finishing techniques in accordance with exacting standards of quality. Unlike lacquer finishes which require sanding and buffing operations to obtain gloss, baked enamels have a permanently clear and glossy finish upon application.

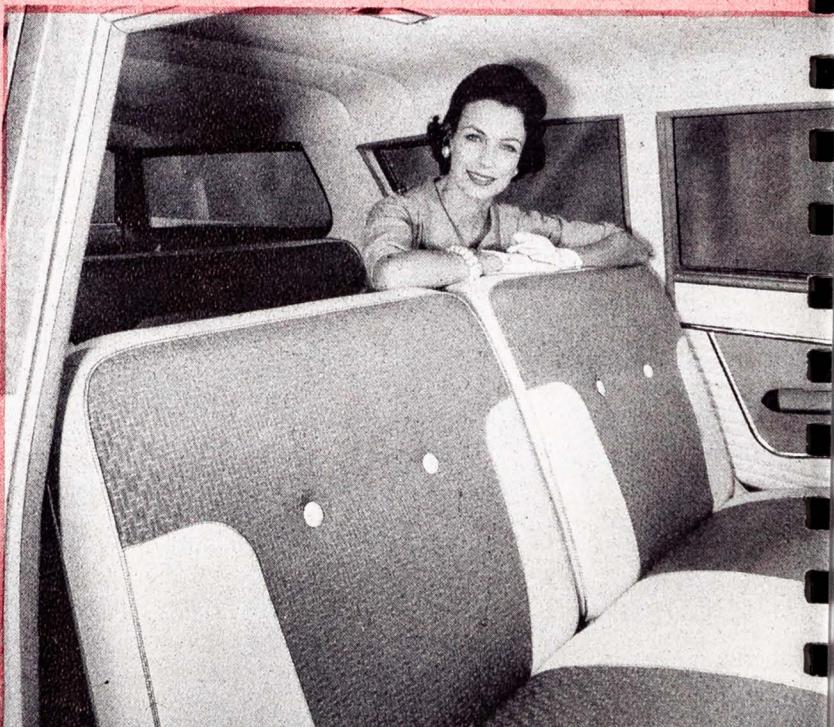


## ◀ AMBASSADOR V-8

AMERICA'S  
SMARTEST  
INTERIORS

RAMBLER-6 & REBEL V-8

New interiors perfectly complement the striking new exterior styling. Outstanding utilization of space gives full roominess unsurpassed in the competitive car field.



# ... STYLED FOR COMFORT AND LUXURY

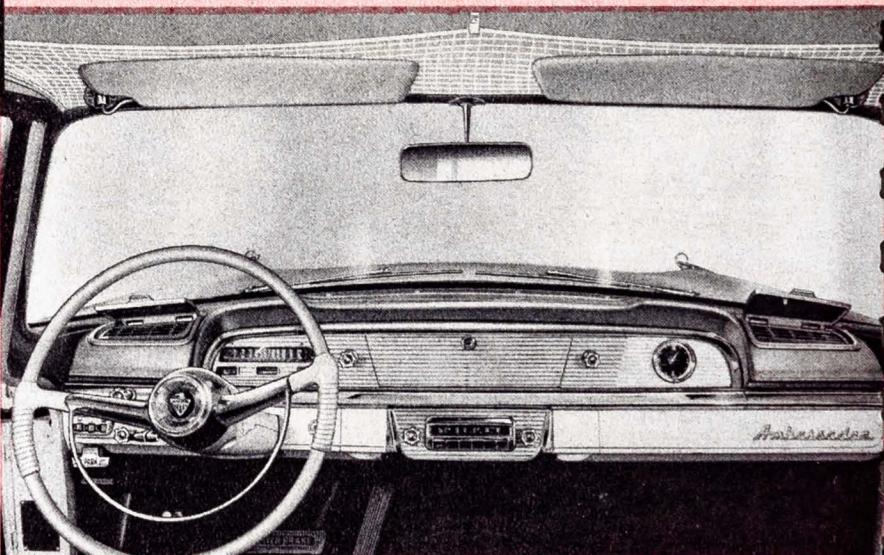
● TRIM AND APPOINTMENTS . . . The luxurious new upholstery and trim combinations, including 2-tone all-vinyl, or vinyls and harmonizing cloth fabrics, exemplify traditional Rambler quality. Exterior colors are carried into the entire interior, and living room comfort is further accentuated by harmonizing floor covering. Door trim panels feature striking new design patterns in durable vinyl that effectively combine eye appeal with durability. Window regulators, door handles, and new arm rests are distinctive in design and are located for convenience. Models with 2-tone all-vinyl trim, and station wagons use a new perforated vinyl headlining.

Other models use embossed cloth headlining.

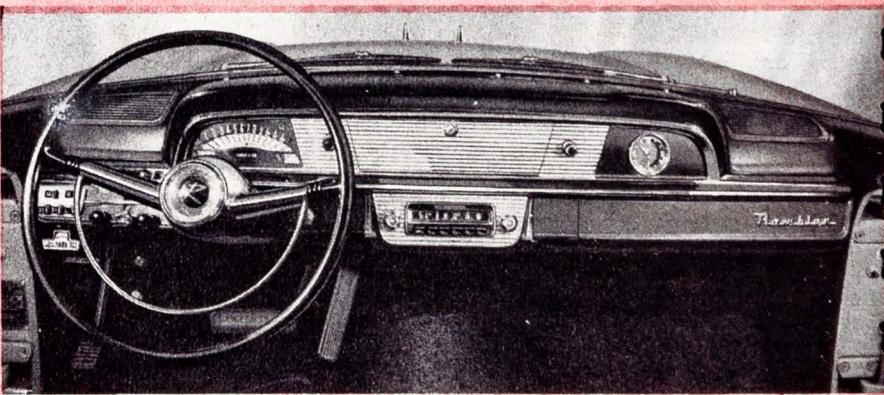
● INTERIOR ROOM . . . All 1958 Rambler cars possess the same remarkable interior roominess without sacrificing the traditional Rambler concept of compact exterior size. Head, leg and shoulder-room dimensions are remarkably generous. For '58, the new lower rear seat cushion affords a one inch increase in rear headroom. All dimensions are well proportioned for human comfort, and the added spaciousness is a triumph of ingenious engineering design. Complete exterior and interior dimensions for all Rambler models may be found in the "Specifications Section."

# FUNCTIONAL BEAUTY

AMBASSADOR V-8  
INSTRUMENT PANEL



RAMBLER-6 &  
RAMBLER REBEL V-8  
INSTRUMENT PANEL



## DESIGNED FOR SAFETY AND CONVENIENCE

The new instrument panel harmonizes with the striking new interiors and provides exceptional comfort, convenience, and safety for the driver and passengers.

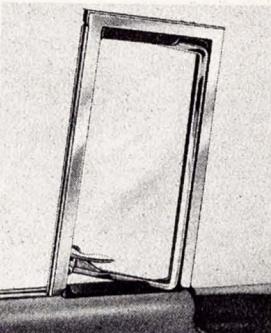
- **INSTRUMENTS . . .** Instruments are well centered in front of the driver. New speedometer dial, and warning lights for battery charge and oil pressure are extremely legible. New push-button transmission controls are well lighted. Intensity of instrument lights is controlled with main light switch.
- **CONTROLS AND SWITCHES . . .** All-new controls and switches are located for maximum convenience and safety. All are well marked and simple to operate.
- **STEERING WHEEL . . .** New steering wheel with recessed hub features new horn-ring for greater instrument visibility. New hand-grip design is used on Ambassador models.
- **GLOVE BOX, ASH TRAYS AND CIGARETTE LIGHTER . . .** New glove box is centrally located. Twin ash-trays in front are provided as a new feature for all models. Two rear door ash-trays are standard except on Deluxe-6. As a new feature, two cigarette lighters are standard on Custom Ambassadors. On other models, a single lighter is provided (except Deluxe-6).

# INTERIORS . . . with attention to detail . . .

**VENT WINDOWS . . .** On all models, the front vent window width has been increased  $1\frac{3}{4}$ " to provide better ventilation and improved appearance. Also, the crank handle regulator is replaced by a new push-pull locking catch mechanism. A rear door vent window is provided on most models (see equipment chart).

On hardtop models, the rear window regulating mechanism has been improved for easy, smooth operation.

**FRONT SEAT CRASH PAD . . .** As a unique styling and rear passenger safety feature for Custom Ambassadors, the rear of the front seat-backs are designed with extended crash-padding around the edges, highlighted by a recessed contrasting color insert.



**PADDED INSTRUMENT PANEL AND SUN VISORS . . .** As a safety feature, these items are offered as a combination option (std. on Ambassador Custom). The new padded panel now covers the full-width of dash.

**DOME LIGHT . . .** A newly styled dome light presents an improved modern appearance. Centrally located, the dome light provides excellent interior illumination. A manual switch is built-in the dome light frame. On most models, automatic door switches are also used. (See equipment chart.)

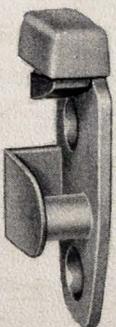
**HANDI-PAK CARRIER . . .** This is an exclusive standard feature for Ambassador Custom models only. Maps, notes, cigarettes and small packages are always within easy reach in the netting above the sun visors.

# ...add up to a **REAL INSIDE STORY**

## DOOR HANDLES AND LATCHES . . .

The door latch striker plate incorporates a safety cap which provides more secure door locking in case of accident. The spring loaded "cam-type" latch is designed to give positive operation and incorporates a safety feature which prevents doors from accidentally opening if insecurely closed.

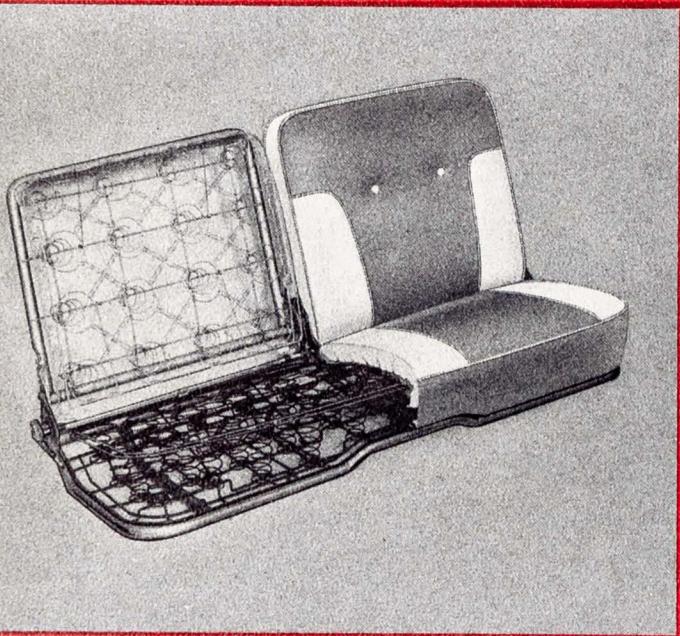
"Squeeze-type" outside door handles permit lock releasing by a light and natural finger grip with either hand. The handle is nearly flush mounted to eliminate the potential hazard in hook-type handles, and protects the lock from snow and ice. Front doors are locked from inside by pushing door handle down, while rear doors use a lock button.



CLOCK . . . A new electrically-wound self-regulating clock with a sweep second hand is standard on all Custom models and extra cost on all other models. Self-regulating feature eliminates a separate speed adjustment. If the clock is running fast or slow, hands are reset to correct time, and self-regulation will automatically change clock speed in proportion to the time change required.

The timepiece is an electrically-wound clock—not an electric clock. It has a high quality jeweled pin lever movement, the mainspring of which is wound electrically by a small motor. This feature is less sensitive to voltage fluctuations than a regular electric clock, resulting in greater accuracy. The new clock eliminates ticking noise transfer into the radio, and is well illuminated for night driving.

# COIL SPRING SEATING\*



*\*for* **BUILT-IN  
COMFORT**

The new seats are of full coil spring construction —as on expensive furniture and inner spring mattresses. Many other automobiles, some costing thousands more, use less expensive flat springs found in cheaper furniture. The front and rear seats have a total of 143 coil springs. The front and rear seat-cushion, and rear-seat back spring assemblies are coated by the "Acoustacoil" process with rubber which soundproofs, stabilizes, and prevents rusting.

Front seats are supported by a rigid tubular frame for strength. Front seat is adjustable fore and aft on new curved-tracks to suit even the tallest passengers. A new adjusting handle is easy to use. The front seat angle is revised for added comfort. Front and rear seat-backs are reduced in height for improved appearance. Rear seat-cushion is 1" lower for greater head-room.

# SEAT BELTS... FOR ADDED SAFETY

To supplement the built-in safety of the Double Safe Single Unit body construction, extra-strong seat belts are available as a dealer installed accessory. The front and rear seat belts have been specifically developed for the Rambler, and have been thoroughly designed and tested by American Motors engineers.

The seat belts are made of long-wearing exceptionally strong nylon content webbing tested to withstand high-loading in accordance with C.A.A. and S.A.E. standards. In addition, the belts are strongly secured to structural members of the underbody. The belts are equipped with simple-to-operate, attractive chrome-plated buckles that stay securely fastened under all conditions.

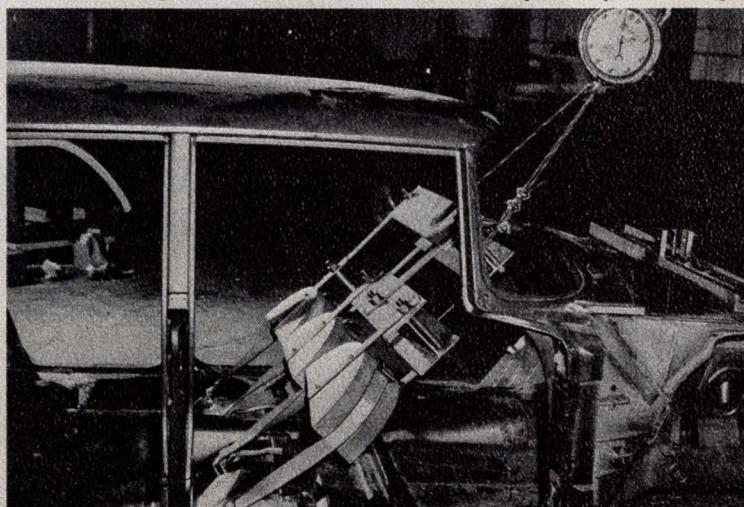
Eminent safety experts and medical authorities agree that the proper use of restraining devices, such as seat belts, are useful adjuncts to automotive safety. However, it must be remembered that safety begins with the driver and his driving habits.



Steel U-Bolt and  
Anchoring Floor Plate



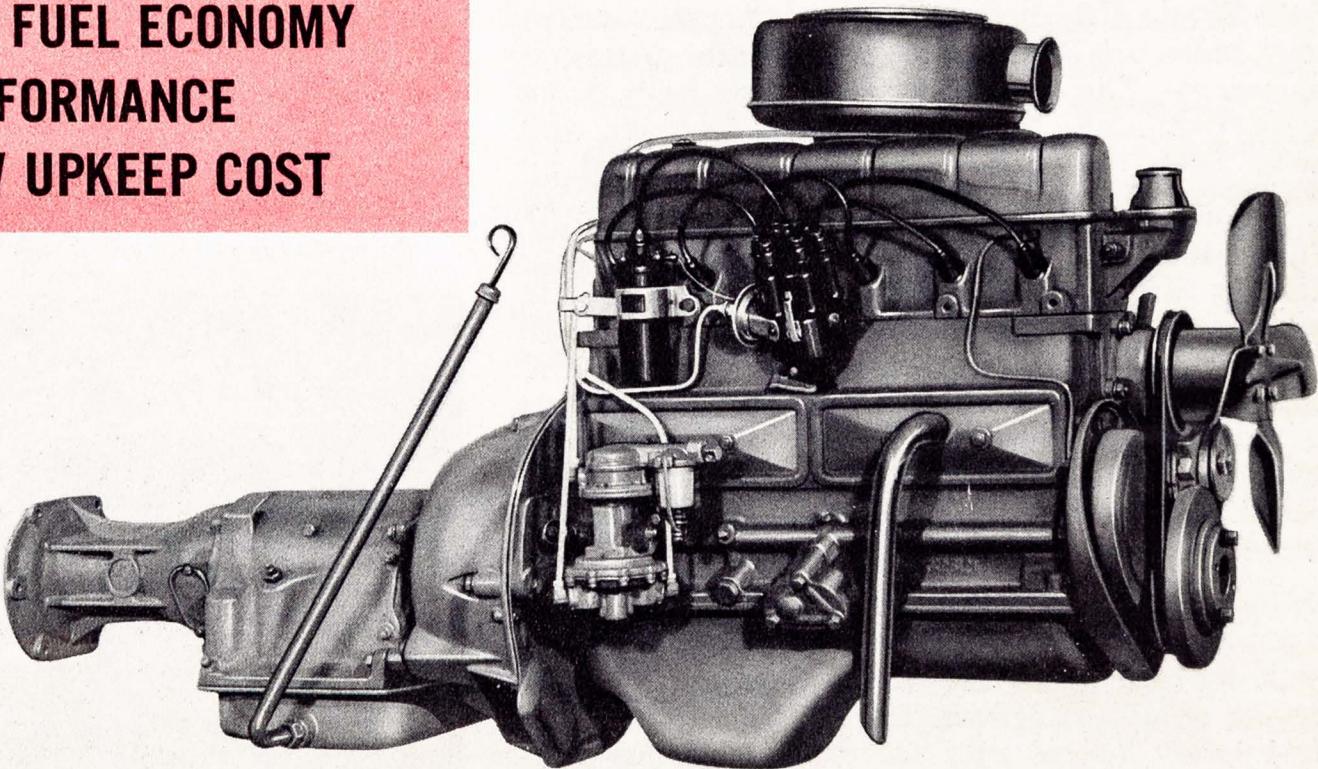
Fade-Resistant Nylon-Rayon Webbing



Photograph of Actual Test

# *the new* ECONOMY-6....

- ★ TOP FUEL ECONOMY
- ★ PERFORMANCE
- ★ LOW UPKEEP COST



# *again the* **ECONOMY KING** *for '58*

The new high-compression Rambler Economy-6 engine is America's most advanced, and most highly developed six-cylinder engine. American Motors is one of the industry's oldest manufacturers of overhead valve engines (since 1916), and the 1958 version represents the result of 10 years' research which has successfully linked high power and performance with the inherent dependability and economy of operation that are the basic virtues of six-cylinder engines.

Combined with the Rambler's relatively light weight, the Economy-6 provides lightning acceleration and instant power response in all driving ranges with regular grade gasoline. The unusual combination of high performance with good fuel economy is the result of remarkable volumetric efficiency obtained through advanced design based on years of engineering experience.

## **SPECIFICATIONS**

Bore and Stroke.....	3 1/8" x 4 1/4"
Displacement.....	195.6 cu. in.
Compression Ratio.....	8.7:1
Brake Horsepower.....	127 @ 4200 RPM
Torque, lb. ft.....	180 @ 1600 RPM
H.P. per Cu. In.....	650
Twin-Throat Carburetor Option:	
Brake Horsepower.....	138 @ 4500 RPM
Torque, lb. ft.....	185 @ 1800 RPM
H.P. per Cu. In.....	706
Fuel Required.....	Regular

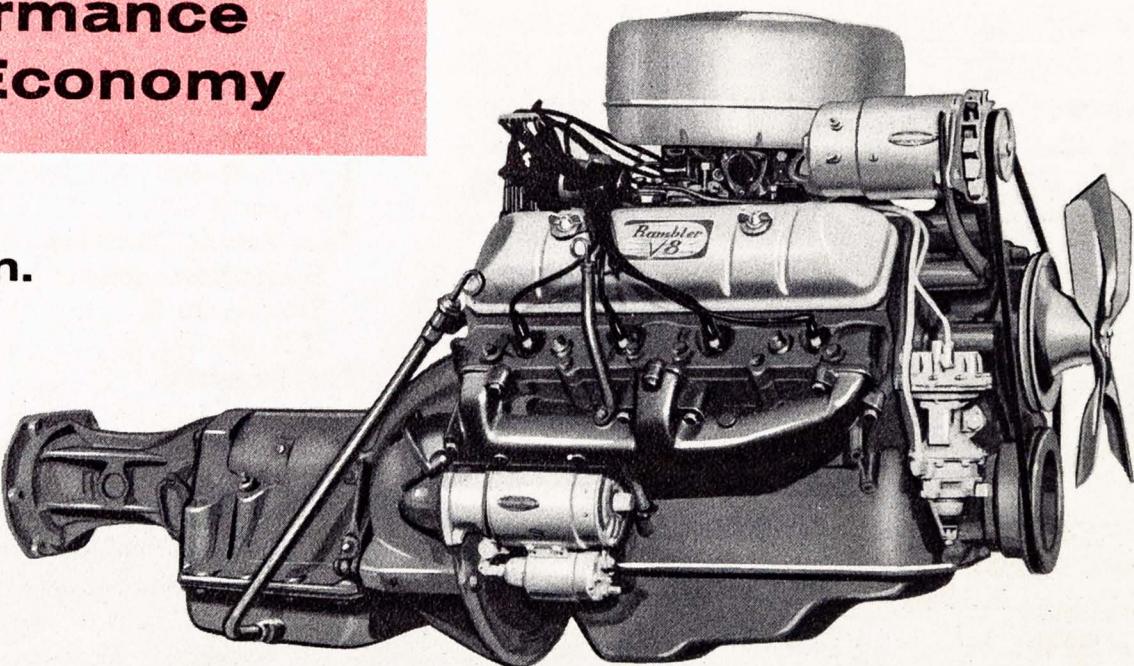
## **FEATURES**

Wedge-Type Combustion Chamber. New Higher Compression Ratio of 8.7:1. Wedge-Top Three-Ring Piston. Front Mounted Water Pump. Rigid Engine Block. Iso-Thermal Intake Manifold. Economy Carburetion. Optional Twin-Throat Carburetor. New Throw-Away Type Partial-Flow Optional Oil Filter.

*the new* RAMBLER REBEL AMC V-8 . . . .

**Performance  
with Economy**

**250 cu. in.  
215 HP**



# *with major IMPROVEMENTS for '58*

The new V-8 engine, designed and built by American Motors, offers high horsepower and torque that result in outstanding performance characteristics for the new Rambler Rebel V-8 series. This new powerplant is moderately sized to produce more useable power needed to meet any driving situation without undue effort or strain. Peak performance with inherent smoothness of operation is possible, while retaining excellent operating economy and engine life. Engine stamina based on soundness of design has been tested in a most complete manner on American Motors Proving Grounds and Research testing facilities for long distance, high speed endurance.

This 250 cu. in. design is based on the higher output 327 cu. in. Ambassador V-8 engine which has  $\frac{1}{2}$ " larger piston diameter (for greater displacement), higher compression ratio heads, heavier-duty connecting rod bearings, and hydraulic tappets.

## SPECIFICATIONS

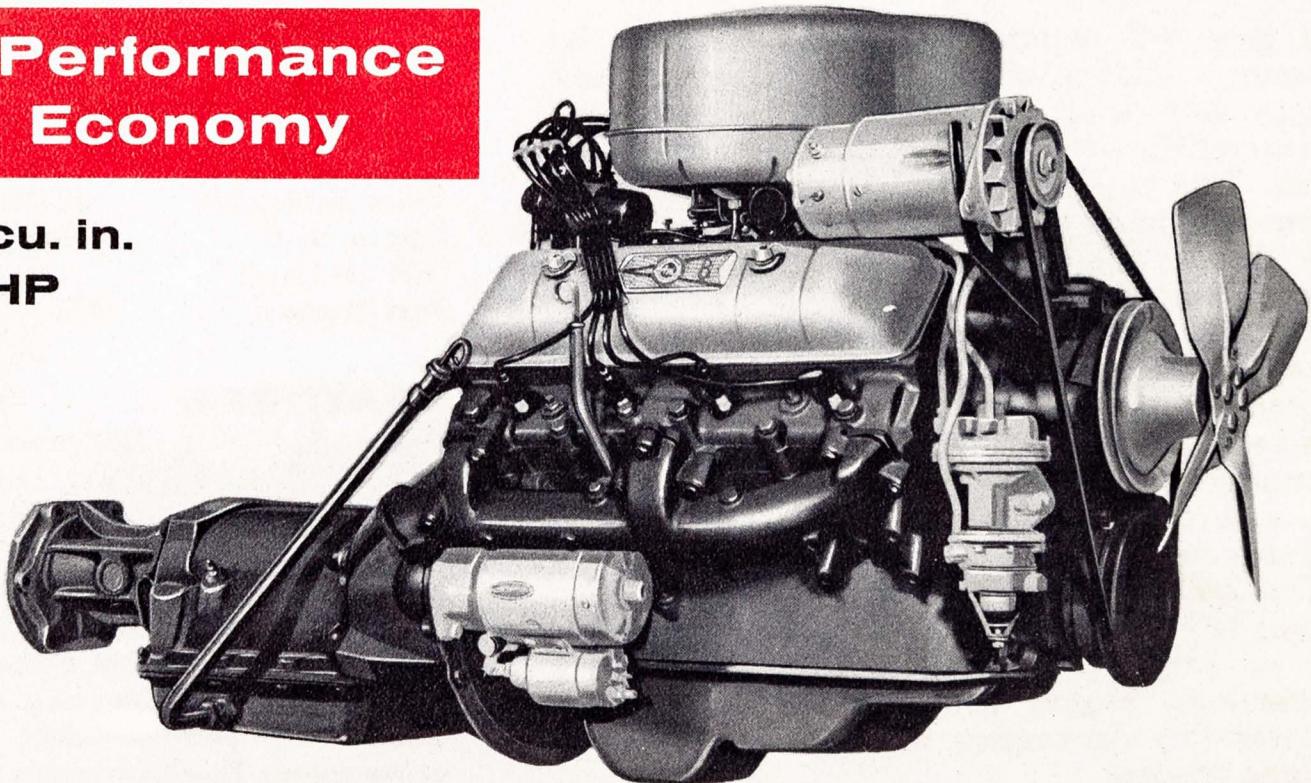
Bore and Stroke.....	$3\frac{1}{2}" \times 3\frac{1}{4}"$
Displacement.....	250 cu. in.
Compression Ratio.....	8.7:1
Brake Horsepower.....	215 @ 4900 RPM
Torque, lb. ft. ....	260 @ 2500 RPM
H.P. per Cu. In.....	86
Fuel Required.....	Regular

**FEATURES . . .** New 4-barrel Holley carburetor. Free-breathing intake manifold. Overhead valves. Low-friction design. Five main-bearings. Large bearing areas. Solid tappets. New higher 8.7:1 compression ratio. Dual exhausts. Full-depth engine block. Full length water jackets. New throw-away type full-flow optional oil filter. New heavy-duty cellulose-fiber standard air cleaner. High power-to-weight. High torque at low speeds. Excellent service accessibility.

*the new* **AMBASSADOR AMC V-8 . . . . .**

**top Performance  
with Economy**

**327 cu. in.  
270 HP**



# *the top-of-the-line engine, IMPROVED* for '58

The new 117" wheelbase Ambassador models feature the generously sized and improved 327 cu. in. AMC V-8 engine. The increased length and weight of the new Ambassador car is matched perfectly to the engine's full power output, offering a new high in car responsiveness which will match or exceed competitive products on all important measures of driving comparison.

The increased horsepower of 270 offers better performance and fuel economy at all speeds, mainly in the important normal driving range. More torque (360) or rotative energy is delivered to the rear wheels between zero and 60 MPH. This produces acceleration or get-away that delights the driver with greater ability to pass quickly and safely in tight traffic spots.

Inherent rugged construction with sound engineering design results in smooth, quiet operation —a real virtue for high-output engines.

## SPECIFICATIONS

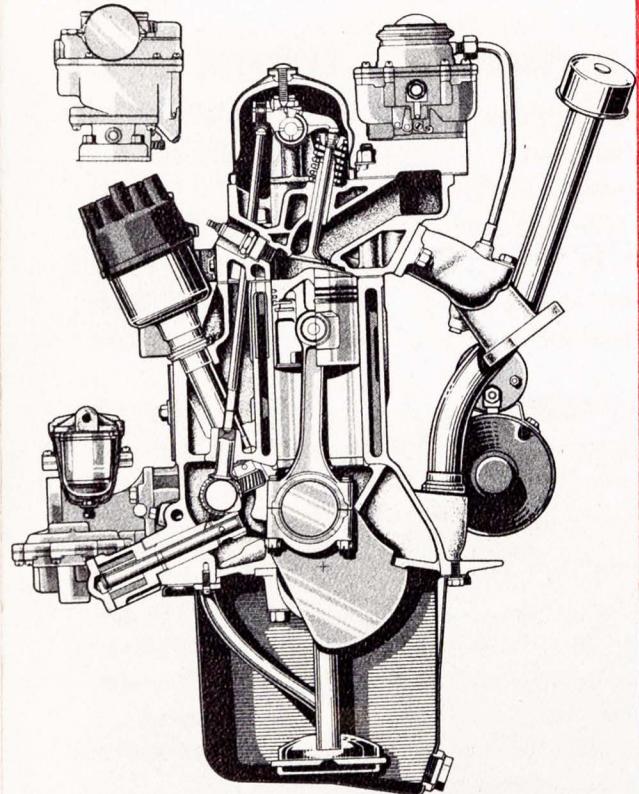
Bore and Stroke . . . . .	4" x 3 1/4"
Displacement . . . . .	327 cu. in.
Compression Ratio . . . . .	9.7:1
Brake Horsepower . . . . .	270 @ 4700 RPM
Torque, lb. ft. . . . .	360 @ 2600 RPM
H.P. per Cu. In. . . . .	826
Fuel Required . . . . .	Premium

**FEATURES . . .** New 4-barrel Holley carburetor. Free-breathing intake manifold. Overhead valves. Low-friction design. Five main bearings. Heavy-duty connecting rod bearings. Hydraulic tappets. New higher 9.7:1 compression ratio. Dual exhausts. Full-depth engine block. Full length water jackets. New throw-away type full-flow standard oil filter. New heavy-duty cellulose-fiber standard air cleaner. High power-to-weight. High torque at low speeds. Excellent service accessibility.

# 6 & V-8 A.M.C. POWERPLANTS

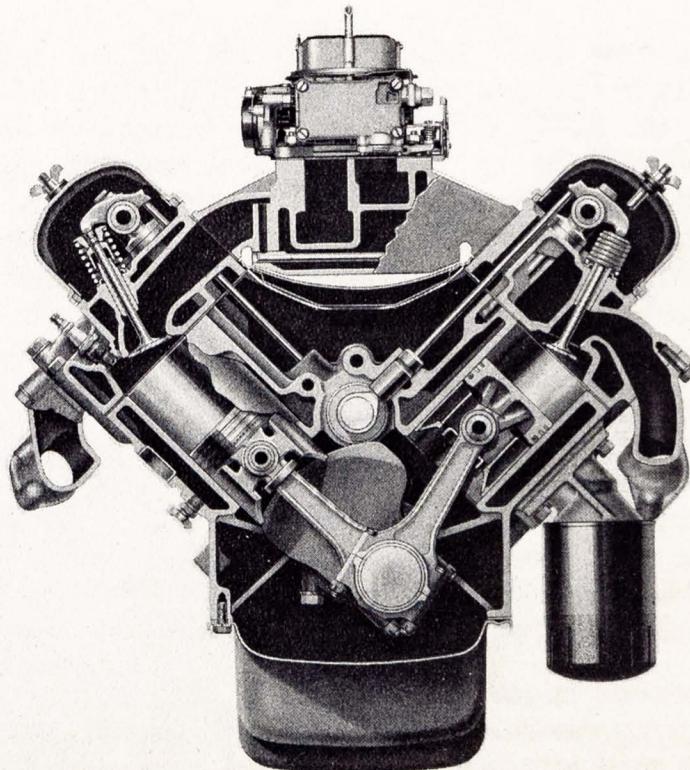
\*OPTIONAL

STANDARD

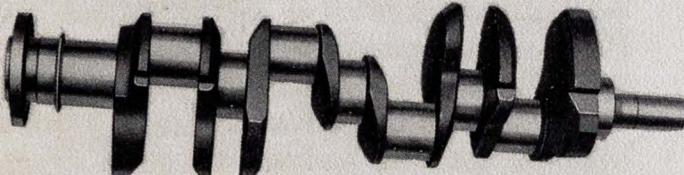


\*Twin Throat Carburetor

*on the inside\**



**CRANKSHAFT AND BEARINGS . . .** The rugged drop-forged steel crankshaft has four main bearings for the Six, and five on V-8 models. The journals are accurately machined to extremely close tolerances. To provide long life, steel-backed micro-babbitt bearings are used.



*V-8 crankshaft is 100% mass balanced in the engine with flywheel, connecting rods, pistons, pins, rings, and pulley attached. This balancing method prevents a tolerance stack-up for smooth operation at all speeds.*

**CAMSHAFT . . .** The precision-ground special cast iron alloy camshaft is of the high-lift type for maximum performance.

**CONNECTING RODS . . .** The exceptionally rigid "I-section" connecting rods are drop-forged from high strength alloy steel.

**PISTONS . . .** The cam-ground pistons are made of aluminum alloy with steel inserts for extreme lightness and close fit.

The pistons are fitted with three rings. Two specially finished cast iron compression rings are used plus a 3-piece spring steel lower oil control ring.

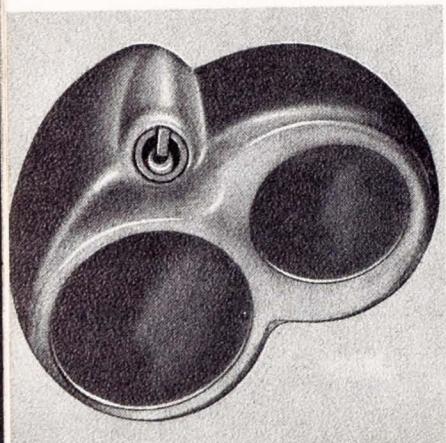
**VALVE AND HEAD . . .** The intake and exhaust valves are manufactured from special heat resistant alloy steel for long life. Valve seat inserts are not required because of the extreme hardness of the cast iron alloy cylinder head which has generous water passages for cooling.

**EXHAUST MANIFOLD . . .** The sweep-type cast iron manifold is designed for maximum efficiency through low restriction of the flow of exhaust gases. Dual-Exhausts are standard on V-8 models.

\*with new **ADVANCED DESIGN FEATURES**

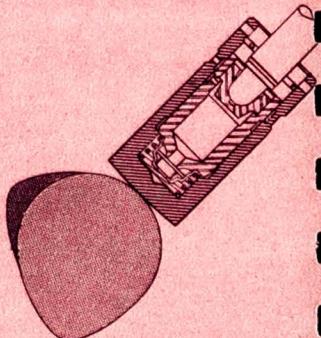
# *the AMC V-8 Powerplant . . .*

**COMBUSTION CHAMBER . . .** The design can best be described as a kidney-shaped, wedge type, cast chamber. Being cast, it requires a minimum of machining, and consequently volume and shape can be located for top efficiency. The kidney-shape gives a swirling action to the intake gas for better turbulence, and spark voltage requirements are quite low. There is no shrouding of the valves and therefore, a high volumetric efficiency is obtainable. Combustion characteristics are such that chamber shape controls the rate of pressure rise to minimize engine harshness. Spark plugs are cooled by large



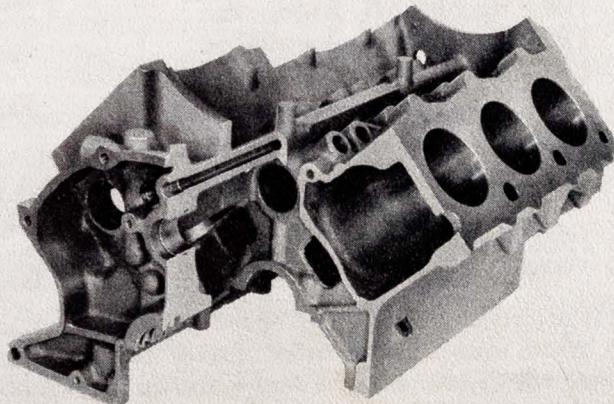
water chambers. These plugs are located in such a manner as to minimize the "drowning effects" of unvaporized fuel during cold starts.

**AMBASSADOR V-8 HYDRAULIC TAPPETS . . .** Hydraulic tappets insure quiet operation by automatically compensating for "play" in the valve linkage. Hydraulic tappets permit valves to seat properly, thus maintaining full compression for top efficiency. These tappets are practical from a service standpoint since valve clearance adjustments are not required. Cam-shaft lobes are ground with a slight taper, and the tappet face has a spherical radius to provide tappet rotation to eliminate spot wear. On 6-cylinder and Rebel V-8, solid tappets are used.



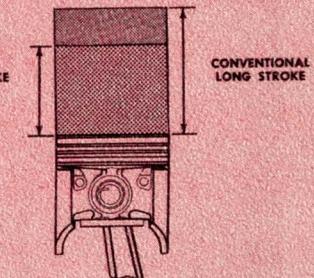
# ... with PROVEN ENGINEERING

V-8 CYLINDER BLOCK . . . Engine harshness and durability depends on the rigidity and design of the block. Compactness and low engine weight is achieved in the special cast iron alloy block. Internal oil and coolant passages are designed and located for top efficiency. The crankcase flange is  $2\frac{3}{4}$  in. below the crankshaft center to provide inherent stiffness and a firm oil pan sealing flange. The flywheel



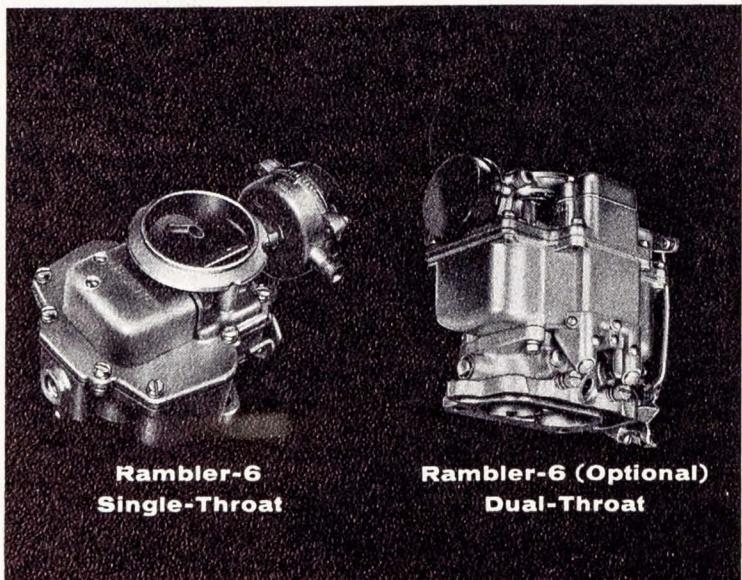
housing mounting surface provides a wide and deep base for drive train mounting. The 30 cylinder head bolts carry gas pressure loads evenly into the water jacket walls rather than into the cylinder bores to reduce distortion and consequent abnormal wear of bores, pistons, and rings.

LOW-FRICTION V-8 DESIGN . . . The large bore, short stroke design reduces piston speeds. Since the piston travels a shorter distance, this means less friction-energy loss, more available power, and longer engine life. The larger bore permits generous valve head diameters and ports, offering free-breathing design.



# RAMBLER-6 . . . traditional ECONOMY KING

The 1958 Rambler-6 fuel economy is due largely to advanced principles of downdraft carburetion. The single-throat carburetor features internal perfection for high fuel economy. A twin-throat carburetor is optional for added power with retained economy. All Rambler-6 carburetors are equipped with an automatic choke.



The combination of large sized overhead valves with the highly efficient intake manifold provides power with proven economy on *regular* grade gas. Each cylinder has a separate intake port. The Iso-Thermal sealed-in intake manifold passage improves distribution and controls temperature of the fuel-air mixture.

Miles per Gallon
1951 Rambler-6, Overdrive..... 31.0530
1953 Rambler-6, Overdrive..... 25.3748
1955 Rambler-6, Automatic..... 27.4733
1956 Rambler-6, Automatic..... 24.3545
1957 Rambler Rebel V-8, Automatic (255 HP)..... 21.6214

#### NASCAR Economy Run Records:

1956 Rambler-6, Overdrive (Los Angeles to New York).....	32.0945
1957 Rambler-6, Overdrive (Winnipeg to Monterrey).....	33.9302

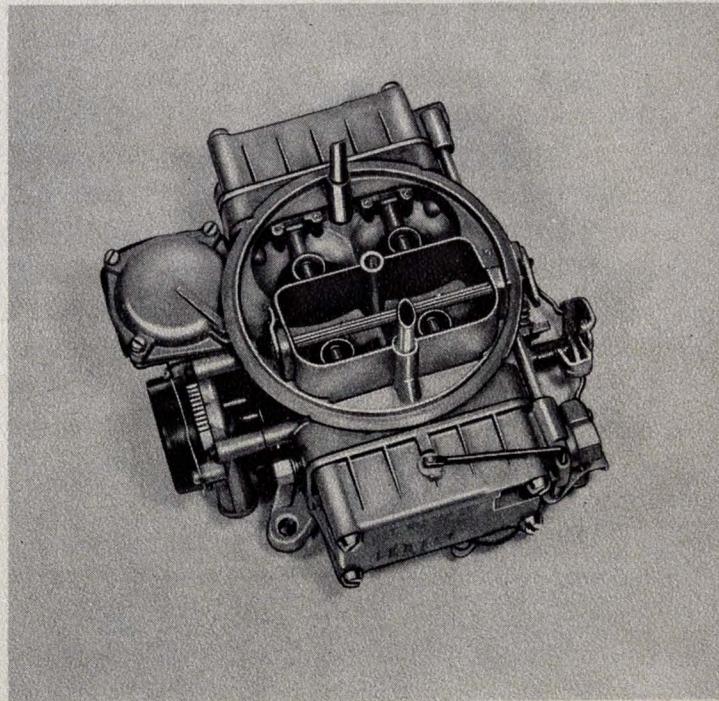
It is inaccurate to compare results due to variations in road conditions, route, driver technique, weather, wind, car weight and tune-up or condition of each car, which differ mechanically year by year.

# *new* 4-BARREL V-8 carburetor

like having  
two engines  
in one . . .

The new down-draft four-barrel Holley carburetor, in essence, consists of two dual-barrel carburetors contained in one unit. It has two sections: the primary side and the secondary side. It is important to note in the operation of the four-barrel carburetor that the secondary side acts as a supplementary component and is brought into operation by engine intake manifold vacuum instead of a velocity-valve control. This provides less restriction to air-flow for better "breathing" ability. This secondary side, which then functions with the primary side, serves the high output requirements of the engine.

Carburetion is more "stable" during fast stops, starts and turns to eliminate engine hesitation. An inherent quality for efficient operation under hot temperature fuel conditions results in improved hot-weather starts with vapor-lock problems minimized throughout the driving range. To insure adequate fuel capacity, two fuel bowls are used instead of one. Automatic choke is standard.



New 4-Barrel Holley Carburetor is  
standard on all V-8 models for '58.

## ... component details

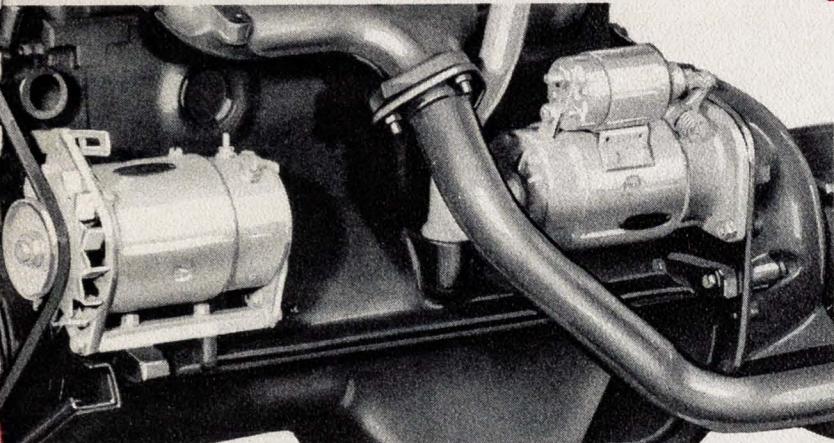
**CARBURETOR AIR CLEANER . . .** In addition to filtering air, the cleaner acts as a flame arrester in case of backfire through the carburetor. Pressure robbing internal baffles and chambers are not used. An acoustically engineered design "tunes-out" carburetor hiss and power roar. A dry wire-gauze type air cleaner is standard on the Rambler-6, and a heavy-duty oil bath type is an extra cost option (standard with twin-throat carburetor option). All V-8 models feature a new easy-to-clean heavy-duty cellulose-fiber air cleaner as standard equipment.

**FUEL PUMP . . .** A diaphragm type fuel pump operates on an eccentric mechanism from the camshaft. The mechanical fuel pump features a vacuum booster as standard for positive windshield wiper action, while accomplishing the primary function of fuel delivery.

**FUEL TANK FILLER TUBE . . .** A new moulded rubber hose with an integral upper flange connects directly to the left rear fender filler neck area. The rubber hose extends down to the metal tube extension on the 20-gallon tank, and is connected to it by means of readily accessible clamp. The upper hose clamp is not used which eliminates a joint which could allow foreign matter entry. The gas cap uses a new chrome finished turning grip bar.

**FUEL FILTER . . .** As an important part of the fuel system, the fuel filter (standard) removes minute particles of foreign matter from the fuel pump supply, and effectively prevents dirt from reaching the carburetor and causing malfunctions. V-8 models employ a "magnatrap" ceramic filter as part of the fuel pump. Six cylinder models use a porous metal glass bowl filter mounted adjacent to the fuel pump.

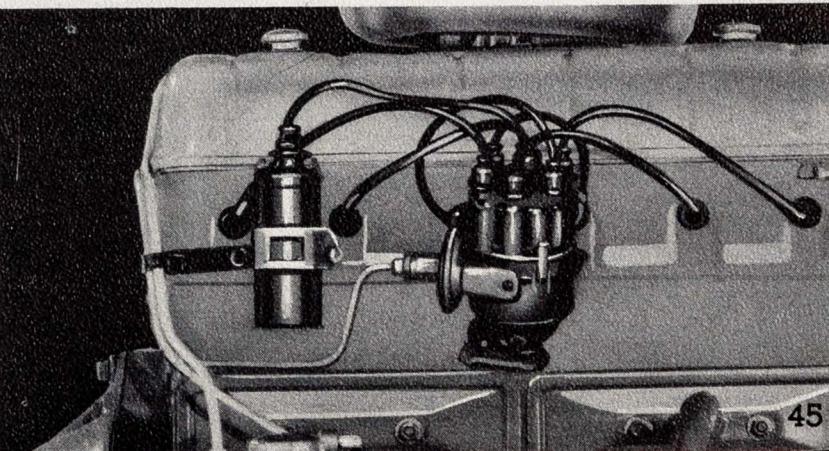
# 12-Volt Power



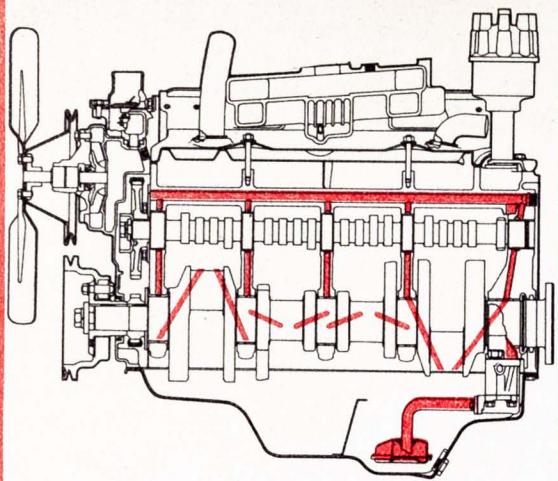
The powerful 12-volt electrical system insures better ignition performance, higher generator output, higher engine cranking speeds for faster cold weather starts, and increased power for all electrical equipment. The battery is located in the front of the engine compartment for service accessibility and cooling. Dual horns are standard except for Deluxe series on which the second horn is dealer installed option.

## ELECTRICAL SYSTEM

Major electrical components, such as generator, starter, coil, distributor and voltage regulator, are engineered as a team for trouble-free performance and accessibility. For added dependability, the ignition wiring system is fully waterproof. Electrical system is protected from overloading and shorts with fuses and circuit breakers. All Ambassadors and air conditioned Six and Rebel V-8's employ heavy-duty batteries and generators.



## CONTROLLED LUBRICATION

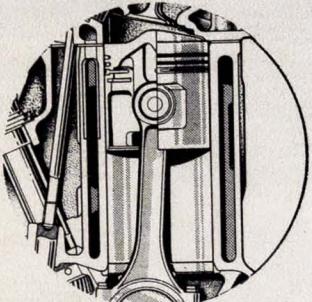


- **OIL FILTER . . .** For heavy-duty protection, special oil filters are offered. On 6-cylinder models, a new partial-flow externally connected filter is an extra cost option. On Rebel V-8 models, a new full-flow filter mounted directly on the left rear lower side of the block is an extra cost option. On Ambassador V-8 models, the new full-flow filter is standard. Both 6 and V-8 model filters are of the new throw-away unit type.

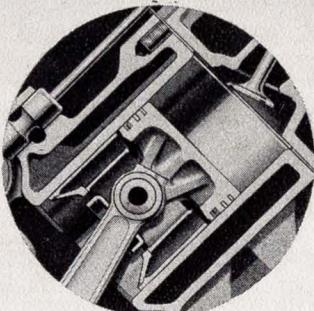
- **ENGINE LUBRICATION . . .** All AMC engines employ full pressure lubrication to protect all moving parts as well as an aid to cooling. Lubricant is picked-up by a fixed screen inlet and drawn into the gear-type oil pump which forces oil at a pressure of approximately 50 P.S.I. to the main bearings, connecting rod bearings, and camshaft bearings. The valve operating mechanism is also full pressure lubricated. Cylinder walls, pistons, piston pins, and timing chain are pressure-sprayed even at low or idling speeds. All other rotating parts are lubricated by oil spray thrown off the revolving crankshaft or connecting rod.

- **FLASH-O-MATIC OIL COOLER . . .** On automatic drive V-8 models, transmission oil is routed to a cooling unit located in the lower radiator tank to control oil temperature.

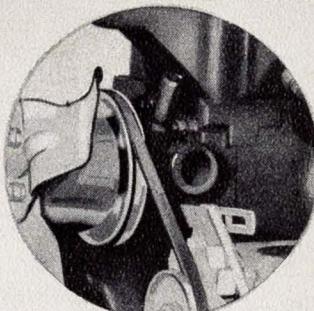
# CONTROLLED ENGINE COOLING



RAMBLER SIX FULL-  
LENGTH WATER JACKETS



RAMBLER V-8 FULL-  
LENGTH WATER JACKETS



RAMBLER SIX FRONT-  
MOUNTED WATER PUMP

- **FULL-LENGTH WATER JACKETS . . .**

Full-length water jacketing means that water jackets in the cylinder block extend the full length of the cylinder bores. This more effectively controls oil temperatures as the oil comes in contact with the cylinder walls and cooled oil provides more effective lubrication. There is also more uniform expansion throughout the length of the cylinder and less subjection of pistons and rings to extreme heat.

- **TEMPERATURE CONTROL . . .**

Water pump location is important for efficient cooling. Both Six and V-8's feature a high capacity front-mounted centrifugal water pump with a moulded plastic impeller, and a double-row sealed ball-bearing shaft. New use of 13 pound (PSI) radiator pressure cap on *all* models tolerates higher temperatures under adverse conditions. A 170° thermostat is standard and a 180° available for improved heating.

# PUSH-BUTTON FLASH-O-MATIC

A new Push-Button control is on the left of the instrument panel. Five buttons are in the console, while a separate PARK lever is located below. Controls function as follows:

All 6 and V-8's are available with optional Flash-O-Matic, by Borg-Warner. This new 3-speed automatic transmission, introduced on the 1957 Rambler-6, is a torque converter with gears which provides smooth shift points.

N ..... Neutral, must be pushed in (or "P" pushed in) for ignition key start.

R ..... Reverse (gears will not engage above 10 MPH).

D2 ..... 2nd Gear Start Drive Range (2nd and 3rd gear).

D1 ..... Complete Drive Range (1st, 2nd and 3rd gear).

L ..... Low Drive Range (1st gear).

PARK . . Park, transmission lock. N must be engaged before P. With P engaged, all buttons are locked.

Control panel to transmission linkage is *entirely mechanical*, not electrical, with two heavy-duty cables. One cable is for PARK, the other for push-buttons. Built-in protection against careless operation is an important feature. The five push-buttons are illuminated for night operation.

As an AMC "first," automatic shifting is governed by Telovac vacuum control which accurately senses engine and speed requirements. Service problems are minimized.

PUSH-BUTTON CONTROLS

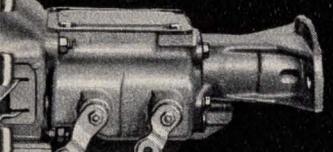
TELOVAC  
CONTROL UNIT

POSITIVE ACTION CABLE LINKAGE

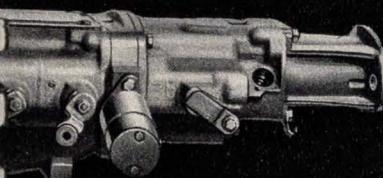
FLASH-O-MATIC

# MANUAL GEAR SHIFT TRANSMISSIONS

STANDARD



OVERDRIVE



ILLUSTRATED ARE THE  
6-CYLINDER MODEL  
TRANSMISSIONS.

*for top*  
**6 OR V-8**  
*fuel economy*

● SYNCROMESH TRANSMISSION . . . The conventional three-speed selective gear Syncromesh transmission is offered as standard equipment. Known for its durability and quietness, the Syncromesh transmission is easy to operate under all conditions of terrain and climate. Synchronized gearing prevents clashing and provides easy, quiet shifting. A steering post gear shift in the conventional "H" pattern, designed for quiet dependable operation, is used to select the desired gear. A new chrome gear shift knob is used.

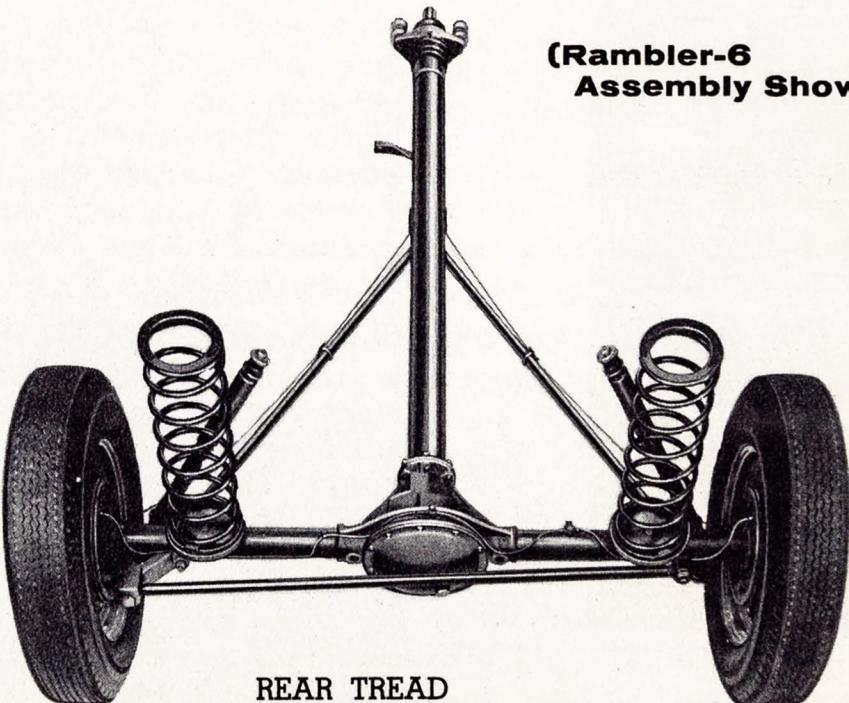
● GAS-SAVING OVERDRIVE . . . The optional Overdrive is an attachment at the rear of the conventional Syncromesh transmission providing an automatic "fourth" forward gear ratio, giving the driver an optional "cruising" speed. The function of the overdrive is to reduce engine speed in relation to car speed. By providing this extra fourth gear ratio, the work of the engine is reduced by 30 percent—assuring gasoline and oil economy.

● CLUTCH . . . The dry-disc, single plate Borg & Beck clutch provides soft, positive pedal action with smooth chatterfree engagement. Clutch sizes listed on page 82. Heavier-duty clutches are available on special order.

# **REAR COIL SPRINGS . . . TORQUE TUBE DRIVE . . .**

The superb Rambler ride brings new standards of comfort to the automotive field. Expensive torque tube construction and rear coil springs have been combined to give a luxury car ride.

**REAR AXLE RATIOS**  
. . . A complete selection of axle ratios are listed on page 82, and optional ratios are available at no extra cost.



## **REAR TREAD**

6-Cyl. .... 58"  
V-8. ....  $59\frac{1}{8}$ "

## **EXCLUSIVE RAMBLER FEATURES IN THE LOW PRICE FIELD**

● **TORQUE TUBE . . .** The Rambler power train is an example of advanced engineering in which torque tube construction and rear coil springing are combined into an integrated design. The torque tube is a stationary tube secured to the transmission and joined to the hypoid rear axle to form a single rigid unit in which all moving parts, including the propeller shaft, are completely enclosed and protected from stones, dirt, and water. The torque tube functions to resist rear axle torque reaction, and, by freeing the rear springs of that function, permits the use of rear coil springs. Car diving or squatting is minimized.

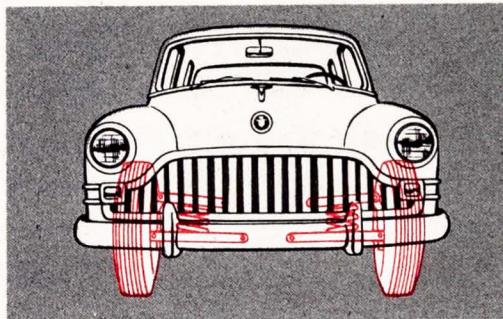
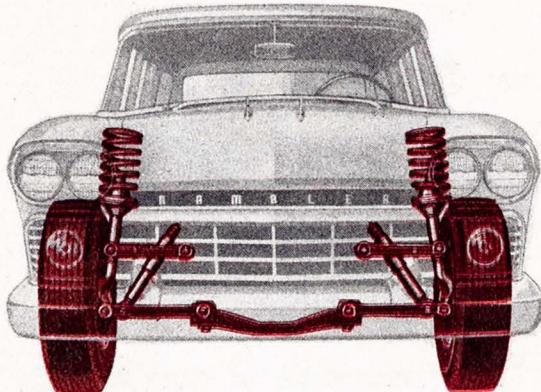
● **REAR COIL SPRINGS . . .** All Rambler models utilize frictionless coil springs on all four wheels. This use of coil springs on the rear gives the new Rambler riding characteristics that cannot be equalled by other cars in its price class. The combination of coil springs and torque tube drive permits the rear springs to more effectively perform the specific function of load carrying and bump absorbing. Coil springs reduce maintenance costs since there is no wearing contact within the springs. For special needs, heavy-duty rear springs and shock absorbers are available at low extra cost.

# FRONT SUSPENSION DEEP COIL RIDE...

RAMBLER  
SIX & V-8



108" WHEELBASE  
FRONT TREAD  
57 $\frac{3}{4}$ " for Six,  
58" for Rebel V-8.

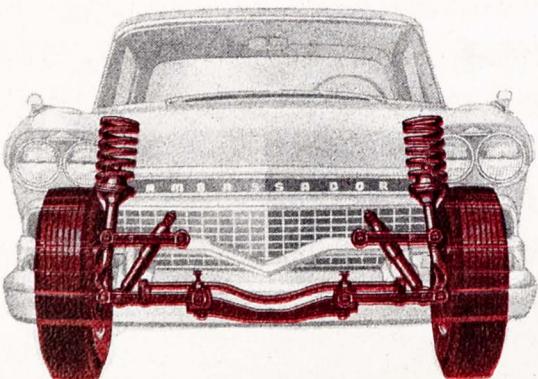


CONVENTIONAL  
SUSPENSION



## AMBASSADOR V-8

117" WHEELBASE, 57 $\frac{3}{4}$ "  
Front Tread. A "sway-stabilizer" torsion bar offers positive control for the added size and weight of the Ambassador.



In the conventional suspension, short, stiff coil springs are located below the center of gravity. In the Rambler front suspension, long, soft, and direct acting coil springs are located above the center of gravity.

# THE FINEST IN RIDING COMFORT AND HANDLING EASE

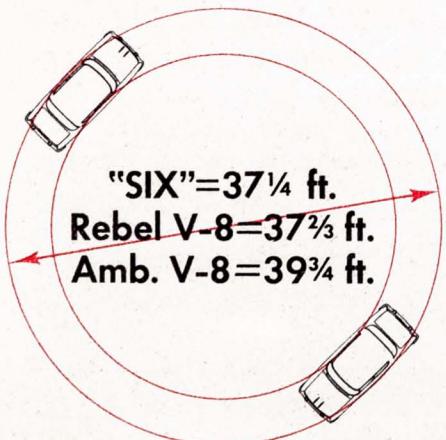
The Rambler "Deep Coil Ride" front suspension brings new handling ease and riding comfort to the low-priced field. This unique front suspension arrangement is integrated into the single unit structure to provide an entirely new conception of stability and absorption of road shock. The secret of the Rambler front suspension lies in the location of the coil springs above the wheels. As in the landing gear of an airplane, upward forces are absorbed directly upward into the body structure. Also, the wide spaced coil springs are located above the center of gravity—to create a stable centrifugal force condition.

## ADVANTAGES

- Direct acting springs in line with compression forces—better handling.
- Longer, softer direct acting coil springs add to riding comfort.
- Center of gravity below wide spaced springs—better stability in turns.
- Suspension utilizes Double Safe Single Unit Car construction to absorb forces—increases riding comfort.
- Wide front tread provides a more stable base—better handling with less body sway.
- "Sea leg" mounted shock absorbers—control springs for smooth and stable ride.
- Deep Coil springs at all wheels result in a balanced ride.

# STEERING . . .

The new Rambler is America's easiest handling and most maneuverable automobile. These qualities are the combined result of compact size, friction-free steering, and "Deep Coil" suspension.



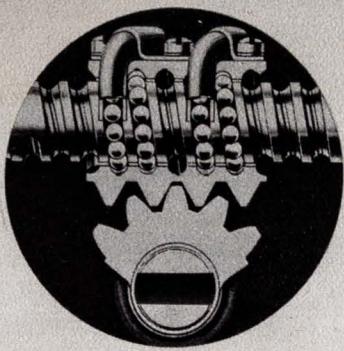
"SIX"=37 $\frac{1}{4}$  ft.  
Rebel V-8=37 $\frac{2}{3}$  ft.  
Amb. V-8=39 $\frac{3}{4}$  ft.

# SHORT'N'EASY TURNING

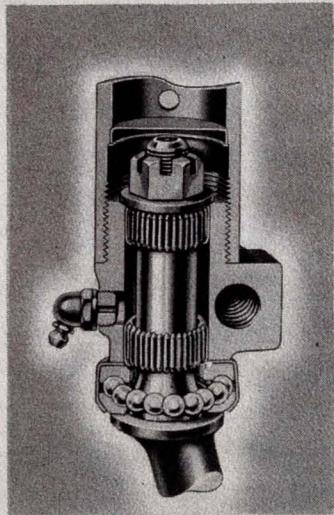
**NEW STEERING GEAR BOX . . .** A new "recirculating-ball" Saginaw gear box replaces the "worm and roller" Gemmer design on all models. The new gear-box minimizes friction, making steering control exceptionally easy. A ball-nut is mounted on the steering worm, and all steering action is accomplished via ball bearings rolling freely in mating races between the nut and worm. Also, less steering adjustment is necessary since the mechanism retains a relatively constant setting. The new mechanism operates in heavy lubricant inside a rugged, one-piece protective housing. Gear box ratio remains at 20 to 1, for manual or power steering.

**NEW PITMAN ARM . . .** V-8 models incorporate two bushings to better support the pitman arm shaft from above and below in a straddled fashion. As a further refinement for the Ambassador V-8, two bushings are used below the shaft and one bushing above. The efficient straddled bushing arrangement minimizes steering friction for all models.

**NEW IDLER ARM . . .** On V-8 models, the idler arm incorporates new rubber bushings to better absorb road shock and reduce shimmy tendencies due to worn parts. On 6-cylinder models, a new straddle-mounted spring-loaded metal bushing design is used. The longer length bushings which incorporate closer tolerance threads, offer finer steering control.



Inside the new steering gear box.



Inside the steering knuckle pivot.

## STEERING DESIGN

Car loads are carried without undue friction, resulting in effortless steering. By combining this unique mechanical feature with full wheel openings, all Rambler models possess the best turning characteristics among American production cars. On V-8 models, the steering knuckle-pin pivots on three anti-friction bearings—a ball thrust bearing and twin needle bearings. On 6-cylinder models, the upper needle bearing is replaced by a new bronze bushing.

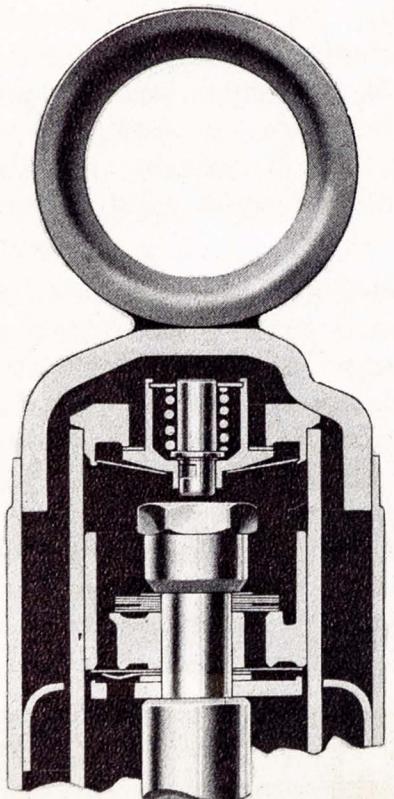
The wide base front tread offers stability, and the precise steering geometry is tailored for each of the three Rambler series. This, together with the Deep Coil Ride suspension and the excellent weight distribution is responsible for the outstanding reputation for roadability and "cornering." With the size and weight of Rambler models, the steering mechanism effectively compensates wind wander and rocking action on the road. Due to the advanced design, road shock vibrations are greatly damped before reaching the steering wheel. Power Steering is available at extra cost.

**ANTI-FRICTION BEARINGS  
FOR EASY TURNING**

A CONTROLLED RIDE . . . WITH

# TWO STAGE

SHOCK ABSORBERS



- SHOCK ABSORBERS are mounted in a "sea leg" (inverted "V") position at front and rear for greater lateral stability. The shock absorbers are of the hydraulic, two-way direct acting type to control spring action accurately over all road irregularities. The non-orifice valve design utilizes a two-stage system of discs in place of fixed-bleed orifices. The discs control shocks in compression and rebound. This type shock absorber is less affected by outside temperatures and results in constant riding qualities. Heavy-duty shock absorbers and rear springs are low extra cost.

WHEEL BEARINGS, HUBS, AND SPINDLES are of the finest high-strength alloy materials and are designed with high safety factors. The tapered roller bearings reduce rolling friction to a minimum.

REAR AXLE SHAFTS utilize a new "tapered serrated" shaft end in place of a locking "key." New design is more serviceable, and occasional rear axle "click" noises are eliminated due to worn or faulty keys.

REAR AXLE PINION is now of the "slip-type" propeller shaft connection, providing for better servicing since the flange-type is difficult to connect with properly torqued nuts. Vibration possibilities are reduced.



## WHEELS AND TIRES

The tubeless Super-Cushion Goodyear and new Goodrich tires are original standard equipment. Six-cylinder models are equipped with 6.40 x 15 4-ply tires, and an optional 6.70 x 15 size is available at extra cost. Rambler Rebel V-8 models use a new 7.50 x 14 4-ply size. The larger Ambassador V-8 models use an 8.00 x 14 4-ply size. Whitewall tires are optional. Also, a 4-ply nylon-cord tire in either black or whitewall is optional.

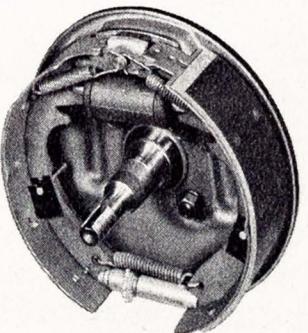
Sturdy disc wheels made from heavier gage steel are provided with smooth rims which have air-tight disc connections to insure safe mounting of the tubeless tires. The new wheels are mounted with five studs instead of four to better absorb static and dynamic loads. Six cyl. models use a 15" x 4½" wheel, and V-8 models use a 14" x 5½" wheel size. A special tire air-valve is a part of the wheel itself, instead of the tire or tube.

**WHEEL TRIM . . .** attractive full wheel discs are standard on all Custom models. Hub caps are standard on all other models, on which wheel discs are an extra cost option.

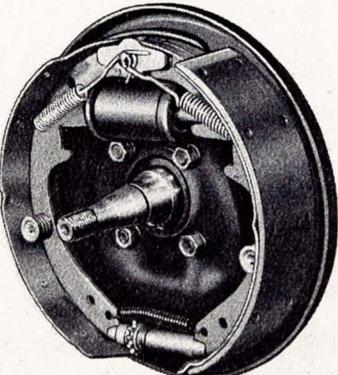
# SERVO-ACTION BRAKES...

## BRAKE FEATURES

- Suspended Brake Pedals
- Self-Energizing Brakes
- Accessible Master Cylinder
- Heavy-Duty Cast Iron Drums
- 9" Dia. "Six"
- 10" Dia. "V-8"
- Cooling Flange Drums for V-8



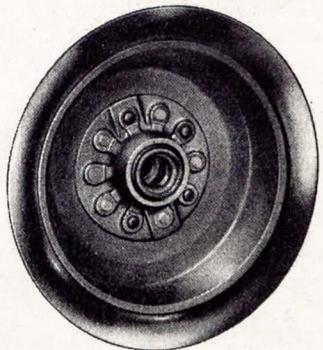
9" Dia. Wagner for 6-cyl.



10" Dia. Bendix for V-8



Suspended  
Pedals  
with  
Accessible  
Master  
Cylinder



Cooling Flange Drums for V-8

# *for* **QUICK STOPS . . . LESS EFFORT**

Suspended brake pedals provide more foot room and better leverage in addition to eliminating holes in the floorboard. The brake master cylinder or power brake unit is mounted on the dash panel in the engine compartment where it is better protected and very accessible for easier servicing.

Efficient and dependable "servo-action" brakes are used, with one shoe effective primarily for forward braking and the other primarily for both forward and reverse braking. With this brake design, the brake shoe arrangement permits automatic centering and uniform pressure of the linings against the brake drum. The servo principal results in a self-energizing action which reduces pedal effort.

Rambler-6 Wagner brakes have an effective total brake lining area of 150 square inches with a 9" diameter. All V-8 models feature new 10" diameter Bendix brakes with a lining area of 159 square inches and extra wide cooling flange drums. The ratio of brake area to car weight is one of the most favorable in the industry. Bendix Power Brakes are available at low extra cost (See Page 69).

## **NEW STEP-ON PARKING BRAKES**



New "Step-On" parking brakes replace the hand-pull type on *all* models except Deluxe 4-Door Sedan. Parking brake is easily applied by depressing foot pedal on left side. Brake is self-locking and released by hand with handle marked "Brake Release". Dependable, mechanical parking brakes operate on rear wheels, independent of main hydraulic system.

# EQUIPMENT AIRLINER RECLINING SEATS



The Airliner Reclining Seat and Twin Travel Beds are exclusive features combined into a single "package," which is offered as optional equipment.

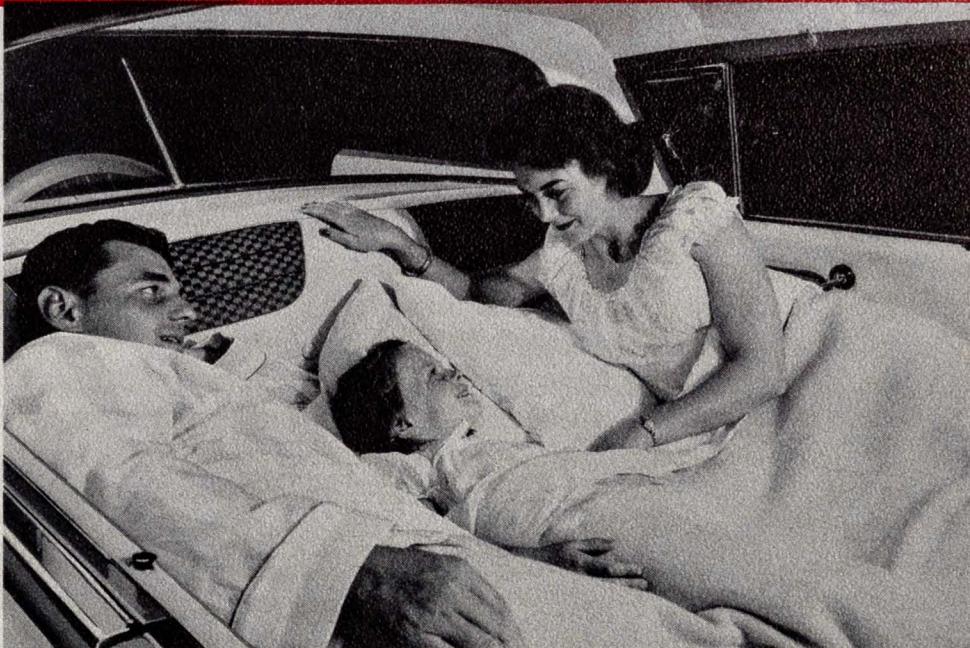
Control handles placed on both sides of the front seat permit individual adjustment of each seat-back cushion to five angles, which include the normal driving position and the horizontal position for Twin Travel Beds. The mechanism allows each cushion to recline one position at a time—thus it is impossible to inadvertently "flop" the seat-back to the full down position. Seat mechanism has been engineered so that when the seat-back is pulled up from a reclining position, it will not travel beyond the normal position. Removable seat-back supports are provided on the rear seat cushion base.

Special accessory air mattresses and insect window screen-shades are available.

## ... AND TWIN TRAVEL BEDS



The right front seat may be converted into a chaise longue or full length bed. This arrangement is ideal on long trips, as it permits children or adults to relax or sleep in comfort without stopping the car.



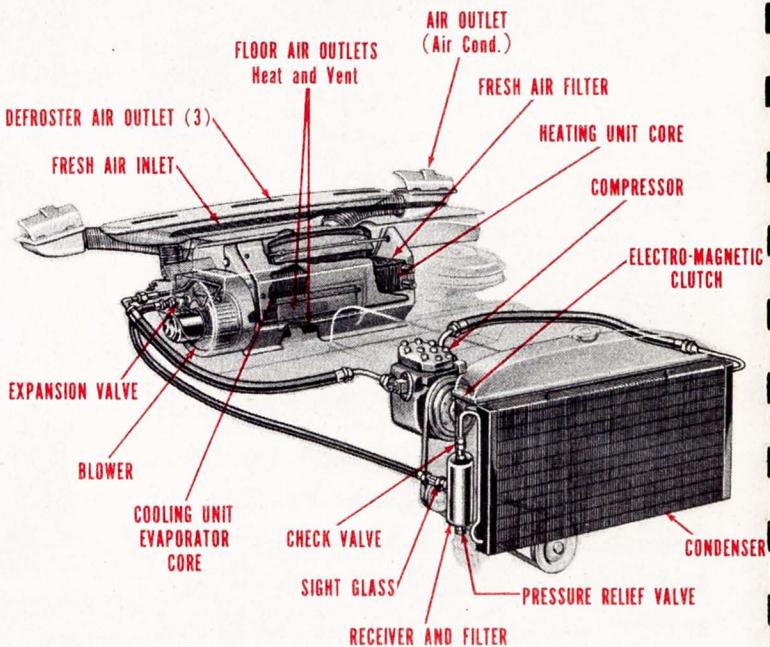
For overnight stops, the seats may be quickly converted into Twin Travel Beds. This exclusive feature is particularly appealing to fishermen, hunters, and campers.

# ALL-SEASON AIR CONDITIONING

## COOL AIR BY THE CARLOAD

### IMPROVEMENTS FOR '58 . . .

Solenoid by-pass valve and tubing eliminated. By-pass cycling (prevents internal freeze-up) performed by compressor engaged and disengaged automatically as evaporator thermostat senses temperature. Compressor not running needlessly while air conditioning is on. Many tubing joints eliminated, reducing leakage • Pressure relief valve added as safety feature to prevent damage due to malfunction • Added floor insulation to seal passenger compartment against exhaust heat • Receiver tank newly located on right of condenser, in front of radiator. Receiver functions more efficiently in cooler air • Compressor and receiver tank more accessible for servicing • Controls re-styled for better appearance and easy operation • New panel is lighted • Blower housing redesigned, facilitates removal of blower and motor as a unit for servicing



- "Unit-charged" air conditioning kit for dealer installation.

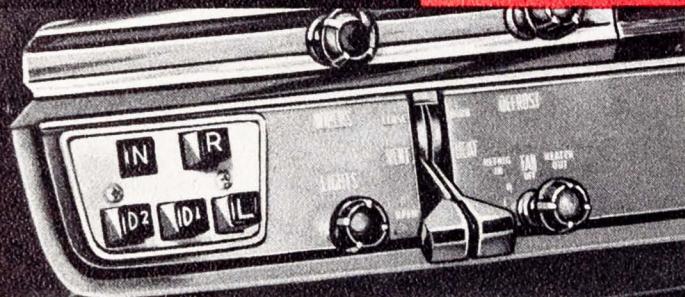
# *for HEATING, COOLING and VENTILATING*

The improved '58 All-Season Air Conditioning System is today's most advanced design combining heating, cooling, and ventilating into one system which has been completely integrated into the body structure. Extensive road testing has proven that the new system is more efficient under all conditions than all competitive makes—and at a lower price.

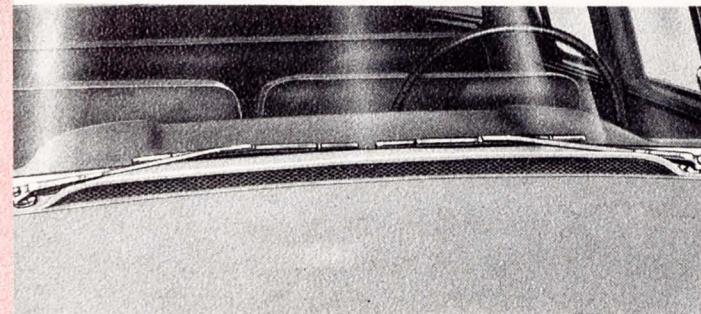
The component parts are forward of the instrument panel, and are so located as to occupy a minimum of space in the engine compartment. Fresh air is drawn in through the hood level air intake. Approximately 30% fresh air is admitted while the cooling system is functioning—the balance is recirculated and mixed by the blower. The heating and ventilating system utilizes 100% fresh air. For all operations, the outside air enters the hood intake and is filtered of most dust, dirt, and pollen. If present, water is removed by traps and passages. Two air outlet grilles on the dash panel are adjustable to suit individual needs. As a new feature, radio speakers play through the new grille openings.

## **FEATURES AND ADVANTAGES**

1. Cooling, heating, ventilating and windshield defrosting, are improved for '58.
2. Physiological aspects of human comfort are basic design factors.
3. Entire system is more efficient and simpler to operate and maintain for '58.
4. Basic fundamentals of Weather Eye heating and ventilating are incorporated.
5. System is located forward of the dash panel.
6. Single cowl-wide air intake draws in fresh air.
7. Electro-magnetic clutch engages compressor only when needed.



The completely new control panel is easy to operate and is well lighted for night driving.



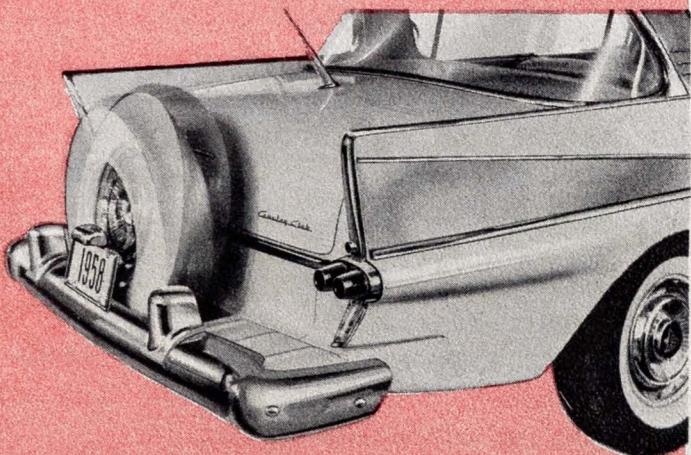
The air intake has a new expanded-mesh aluminum screen with a bright anodized finish.

The optional Weather Eye System offers combined filtered fresh air heating as well as ventilating and defrosting. The wide air intake is cowl-mounted and delivers water-free fresh air through internal ducts. Duct revisions have improved blower operation for heat distribution. Also, defroster performance has improved. The three windshield defroster outlets are designed as an integral part of the system.

The new Weather Eye temperature control knob is moved up or down to increase or decrease heat. The new two-speed blower control cow-vent and defroster controls are also mounted in the master panel which is to the left of the steering column.

## CONTINENTAL TIRE CARRIER

The Continental tire is optional on all models except station wagons. The tire mount not only adds to the appearance, but also adds about three cubic feet of luggage space by removing the tire from the trunk. A two-piece metal cover protects the spare tire. A lever releases the lock mechanism to swing mount rearward, permitting access to the trunk. For protection, the wheel is fitted with a key lock.

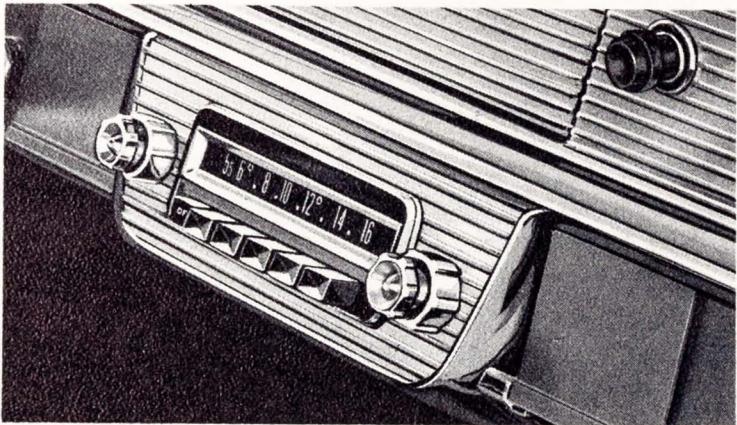


## POWR-SAVER FAN AMBASSADOR V-8

A new automatic fan drive, optional on all '58 Ambassadors, requires no service or driver attention. POWR-SAVER Fan is recommended with air conditioning since the 5-bladed fan's speed and noise is reduced up to 40%, saving up to 55% fan horsepower, for economy gains. As engine RPM is increased, fan RPM increases but at a lesser rate. Cooling is efficient with reduced fan speed since forward motion forces air through the radiator and engine compartment. Many race cars do not use fans! The Eaton viscous-drive unit has a  $5\frac{1}{2}$ " dia. finned aluminum housing, and operates on hydraulic slippage using silicone polymer fluid with viscosity values to reduce torque transfer.



## PUSH-BUTTON RADIO, NEW for '58



**ANTENNA, All 5810, 5820, and 5880 Station Wagons:** A new manual antenna, located on the right front fender, is collapsible to 21" high instead of 6". Since the antenna will not collapse below 21", it is always in position to offer better reception. The antenna is stored in the trunk for dealer installation.

**ANTENNA, 5880, Except Station Wagons:** A new rear-deck mounted manual antenna is factory installed.

The new transistor-powered push-button radio (Motorola) incorporates four tubes plus one transistor. Six push-buttons are used; five station selectors and one "off" button. A manual station selector knob is located on the right. On the left, a dual-knob provides volume control on the inner knob with bass-treble control on the outer knob. Radio can be operated when the ignition key is turned to "on" or "accessory" position.

On 5880 series, two radio speakers are standard, one at each end of the upper instrument panel. On 5810 and 5820 series, one right side speaker is standard, while the left side speaker is optional at extra cost. The term "Duo-Coustic" applies to twin speaker installations. The speakers are located beneath new grille panels. As a new feature, on air conditioned models, the speakers play through the air conditioning air outlet grilles.

As an added safety and comfort feature, Solex tinted glass is available as optional equipment on all models at a cost far below other types of tinted safety glass. Unlike other tinted glass, the blue-green color of Solex is firmly fixed by additives to the composition of the glass itself.

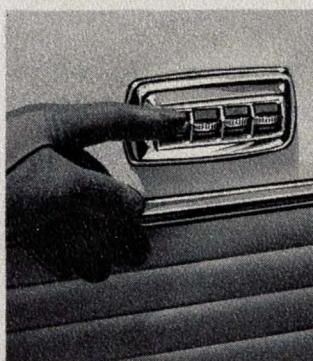
Solex glass is tinted to absorb approximately 70% of the heat and 50% of the glare from strong sunlight. Yet, extensive tests conducted under all light conditions indicate that vision remains unimpaired. The glass is evenly tinted from top to bottom, making it possible for all occupants—short or tall—to equally enjoy freedom from sun-glare.

The efficiency of the air conditioning system is further increased with the use of Solex glass.

An electric "Power-Lift" window control system is offered as an optional extra cost feature on all models. While recognized as a luxurious and convenient item, it is also a safety feature in that the driver's full attention can be focused on driving while operating window controls as conditions might require.

Each window mechanism is operated by an individual electric motor. One control button is provided for each window while a

complete set of four buttons on the driver's door permits remote control of all windows. The tailgate window is not power operated. As a precaution, windows can not be operated with the ignition switch "off."



# "POWR-LOK"

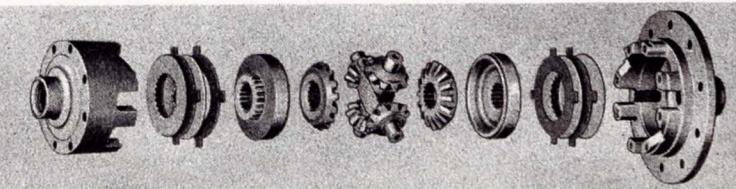
## SAFETY DRIVE V-8 DIFFERENTIAL REAR AXLE

POWR-LOK is a new optional feature at extra cost on all 1958 AMC V-8 models. This new Thornton designed rear axle differential is manufactured by Dana Corp. Completely automatic and requiring no driver attention, POWR-LOK gives a new measure of added control and safety under *all* driving conditions.

Power Flow in Normal Driving . . . When sudden patches of ice, sand, loose gravel or oil slicks are encountered, the POWR-LOK will not permit the wheel with the lesser traction to spin, gain momentum and swerve the car as dry pavement is regained.

Power Flow in Turns . . . POWR-LOK gives normal differential action and at the same time, applies the major driving force to the inside rear wheel, improving stability and cornering, and tending to compensate for oversteer.

Power Flow With Poor Traction . . . When traction conditions under the rear wheels are dissimilar, the wheel with the poorer traction spins, and the vehicle remains immobile. POWR-LOK enables the wheel with the better traction to apply the major driving force to the road. POWR-LOK can operate in snow, ice, and mud which might stop a conventionally equipped car. In an emergency with POWR-LOK, when one rear wheel drops off the pavement, the wheel on the pavement continues to drive the car, and the wheel on the shoulder does not spin. In this way complete control is maintained without a dangerous swerve.



# AMERICA'S MOST WANTED EQUIPMENT OPTIONS

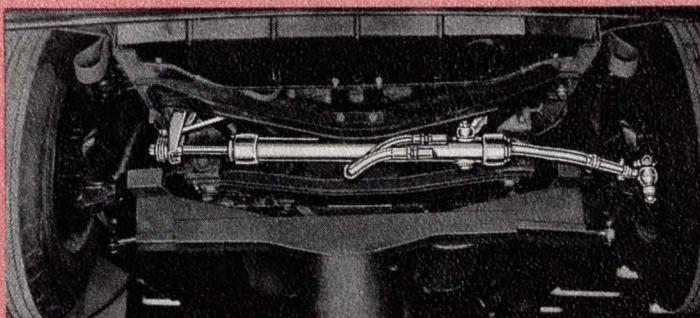
● **POWER BRAKES . . .** Bendix power brakes are available at extra cost on all models regardless of transmission. Power brakes are an important safety feature adding to the ease of operation to reduce driving fatigue. The new lower position of the brake pedal allows the driver to make a brake application in 25% less time. Power brakes require 40% less pedal effort while permitting the driver to "feel" his brakes to slow or stop the car with exactly the desired rate of deceleration.

As a new feature, the vacuum reserve tank is used with all transmissions (hand-shift models only in 1957).



Extra wide pedal for power brakes if equipped with automatic drive. The power brake unit is easily accessible in the engine compartment.

● **POWER STEERING . . .** "Direct Action" linkage-type hydraulic power steering is available on all models. Power steering eliminates fully 75% of the steering effort required in driving—even when parking, the wheels may be completely turned with the slight pressure of one hand. Positive directional control can be maintained at all times, even if the hydraulic power fails.



Undercar view of Monroe power cylinder on a Rebel V-8. A new type Eaton engine-driven hydraulic pump is used.

# OPTIONAL EQUIPMENT

Push-Button Transistor Radio and Manual Antenna  
Left Side Radio Speaker (Std. on Amb.)  
Weather Eye Heating and Ventilating System  
All-Season Air Conditioning System  
Powr-Saver Fan, Amb. V-8 (order with Air Cond.)  
Power-Lift Windows  
Airliner Reclining Seats (Std. on Custom Amb.)  
Electric-Wound Clock (Std. on Custom)  
Wheel Discs (Std. on Custom)  
Rear Seat Airfoam Cushions (Std. on Custom Amb.)  
Front Seat Airfoam Cushions (Deluxe only)  
Two-Tone Colors  
Solid Color plus DiNoc Grain (Sta. Wag. Custom only)  
Powr-Lok Differential Axle (V-8 only)  
Dual Headlights (Deluxe only)  
Overdrive Transmission  
Flash-O-Matic Transmission with Push-Button Control

The following items are available as extra cost factory installed optional equipment.

Power Brakes  
Power Steering  
6.70 x 15-4 ply Tires (6-Cyl. only)  
Whitewall Tubeless Tires  
4-ply Nylon Black or Whitewall Tubeless Tires  
Twin-Throat Carb. 6-Cyl. Power Pack (Oil Bath Air Cleaner Std.)  
Oil Bath Carburetor Air Cleaner (6-Cyl. only)  
Heavy Duty Rear Springs and Shock Absorbers  
Back-Up Lights  
Windshield Washers  
Oil Filter (Std. on Amb. V-8)  
Padded Sun Visors and Inst. Panel (Std. on Cus. Amb. V-8)  
Continental Tire Carrier  
Undercoating  
Outside Rear View Mirror (Left)  
Inside Rear View Anti-Glare Mirror  
Automatic Glove Box Light (Std. on all Customs and Amb. Super)

# ACCESSORIES

A wide variety of dealer installed Accessories are offered which include certain items also offered as factory installed optional equipment. (See page 70). The accessories listed have been selected and engineered for proper fit and ease of installation.

Windshield Washer

Back-O-Matic Lights

Non-Glare Rear View Mirror, Inside

Rear View Mirror, Outside, Left or Right

Exhaust Extension

Curb Indicator

Spotlight with Rear View Mirror, Right or Left

Airmat for Twin Travel Bed

Window Screens with Shades, Front and Rear

Wheel Trim Discs

Door Top Ventshades (except hardtop models)

Push-Button Radio and Manual Antenna

Radio Speaker, Left Side

Electric Clock

Center Pillar Overlay (except hardtop models)

Door Edge Guards

Locking Gas Cap

Contour Rubber Floor Mats (Front)

Air Conditioning Kit

Power Brake Kit

Oil Filter (Std. on Amb. V-8)

Travel-Rack Straps (Sta. Wag. models)

Seat Belts, Front and Rear

Child Guard Rear Door Lock Buttons

Station Wagon Cargo Top Cover

Seat Covers, Clear Plastic, Front and Rear

Seat Cushion Toppers, Front and Rear

Touch-Up Spray Paint

Battery, Auto-Lite Dry-Charge

Air Cleaner Replacement Element (V-8)

In addition to the Accessories listed, a complete assortment of car care preparations are available to keep a Rambler looking and operating like new.

# EQUIPMENT CHART

## RAMBLER-6 AND REBEL V-8

MODEL DESIGNATION		Steering Wheel		Sun Visors		Floor Mat	Trunk or Cargo Floor Cover	Dome Light Switches	Rear Ash Trays	Cig. Lighter		Door Arm Rests (F & R)	Rear View Mirror	Headlining (*Vinyl with all- Vinyl Trim)	Coat Hooks	Rear Door Vent	Roof Travel Rack	Horns	Step-On Parking Brake
		Std. Horn Button	Cust. Wheel Ring	L.H.	R.H.					L.H.	R.H.								
5815	Deluxe Sedan, 6	Std.	D.	Std.	D.	Black Rubber	N.A.	N.A.	D.	D.	D.	D.	Paint	Cloth*	D.	N.A.	N.A.	1-Std. 1-D.	N.A.
5825	Deluxe Sedan, V-8 (Fleet)																		
5818	Deluxe Sta. Wag., 6 (Fleet)	Std.	D.	Std.	D.	Black Rubber	Ext.	N.A.	D.	D.	D.	D.	Chrome	Vinyl	D.	N.A.	N.A.	1-Std. 1-D.	Std.
5815-1	Super Sedan, 6	N.A.	Std.	Std.	Std.	Colored Rubber	Std.	2 Doors	Std.	Std.	D.	Std.	Paint	Cloth*	Std.	N.A. **	N.A.	Two	Std.
5819-1	Super Hardtop, 6																		
5825-1	Super Sedan, V-8																		
5818-1	Super Sta. Wag., 6	N.A.	Std.	Std.	Std.	Colored Rubber	Std.	2 Doors	Std.	Std.	D.	Std.	Chrome	Vinyl	Std.	N.A.	Std.	Two	Std.
5828-1	Super Sta. Wag., V-8																		
5815-2	Custom Sedan, 6	N.A.	Std.	Std.	Std.	Colored Carpet	Std.	4 Doors	Std.	Std.	D.	Std.	Chrome	Cloth*	Std.	Std.	N.A.	Two	Std.
5825-2	Custom Sedan, V-8																		
5829-2	Custom Hardtop, V-8																		
5818-2	Custom Sta. Wag., 6	N.A.	Std.	Std.	Std.	Colored Carpet	Std. Carpet	4 Doors	Std.	Std.	D.	Std.	Chrome	Vinyl	Std.	Std.	Std.	Two	Std.
5828-2	Custom Sta. Wag., V-8																		

CODE: Std.—Standard no extra cost; Ext.—Extra cost option; N.A.—Not available; D—Dealer Installed Extra Cost.

\*\*—Standard on 5819-1.

Subject to change without notice.

# EQUIPMENT CHART

## AMBASSADOR V-8

MODEL DESIGNATION	Steering Wheel with Hand-Grip	Floor Mat	Trunk or Cargo Floor Cover	Dome Light Switches	Rear Ash Trays	Cig. Lighter		Door Arm Rests (F & R)	Rear View Mirror	Headlining (*Vinyl with all-Vinyl trim)	Coat Hooks	Rear Door Vent	Roof Travel Rack	Horns	Handi-Pak Net	Rear of Frt. Seat Crash Pad	
						L.H.	R.H.										
5-1	Super Sedan V-8	Std.	Colored Rubber	Std.	2 Doors	Std.	Std.	D.	Std.	Paint	Cloth*	Std.	Std.	N.A.	Two	N.A.	N.A.
5-2	Custom Sedan V-8	Std.	Colored Carpet	Std.	4 Doors	Std.	Std.	Std.	Std.	Chrome	Cloth*	Std.	Std.	N.A.	Two	Std.	Std.
9-2	Custom Hardtop V-8	Std.	Colored Carpet	Std.	4 Doors	Std.	Std.	Std.	Std.	Chrome	Cloth*	Std.	Std.	N.A.	Two	Std.	Std.
8-1	Super Sta. Wag. V-8	Std.	Colored Rubber	Std.	2 Doors	Std.	Std.	D.	Std.	Chrome	Vinyl	Std.	Std.	Std.	Two	N.A.	N.A.
8-2	Custom Sta. Wag. V-8	Std.	Colored Carpet	Std. Carpet	4 Doors	Std.	Std.	Std.	Std.	Chrome	Vinyl	Std.	Std.	Std.	Two	Std.	Std.
3-2	Custom HT Sta. Wag.	Std.	Colored Carpet	Std. Carpet	4 Doors	Std.	Std.	Std.	Std.	Chrome	Vinyl	Std.	Std.	Std.	Two	Std.	Std.

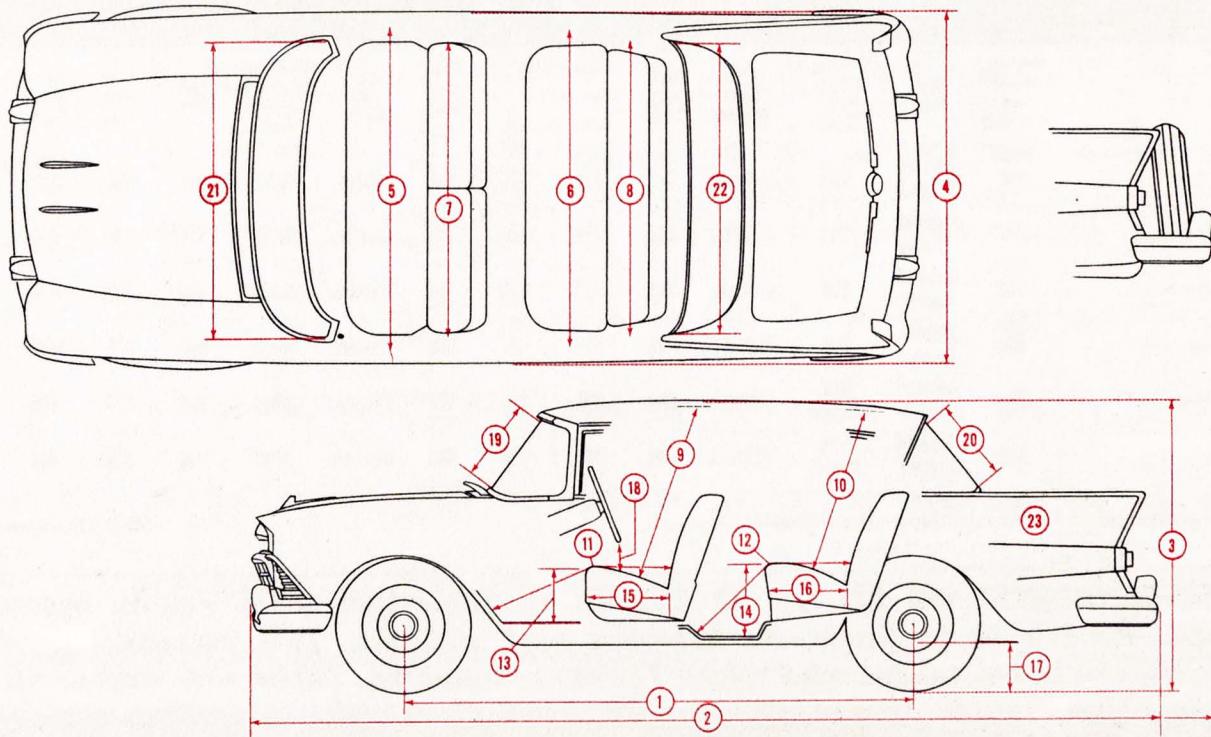
DE: Std.—Standard, no extra cost; N.A.—Not Available; D—Dealer Installed Extra Cost.

Subject to change without notice.

**STANDARD EQUIPMENT ON ALL 10, 20 AND 80 MODELS:** Directional signals. Syncromesh transmission. Hood or fender ornaments. Fiberglas hood insulation. Twin instrument panel ash trays. Double-coat baked enamel solid colors. Full-dip rust-proofing. Fabric with vinyl or all vinyl interiors. Fuel filter. Vacuum booster fuel pump. Blackwall rayon cord tubeless tires.

# SPECIFICATIONS

## SEDAN and COUNTRY CLUB HARDTOP .



# BODY DIMENSIONS

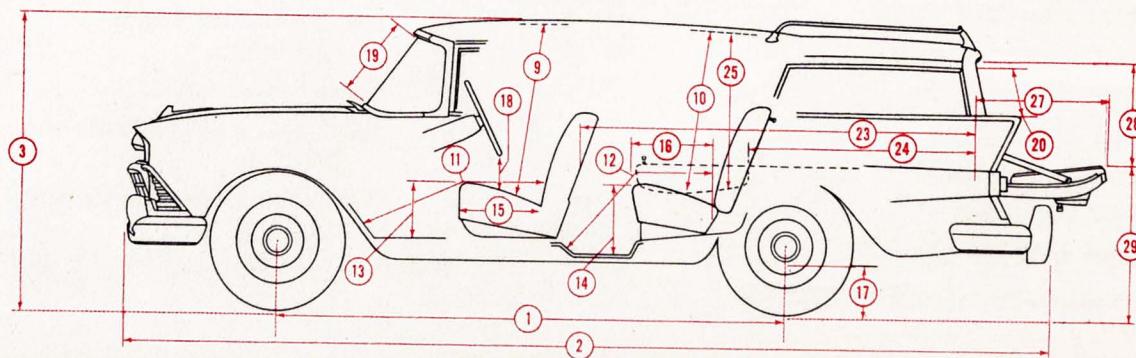
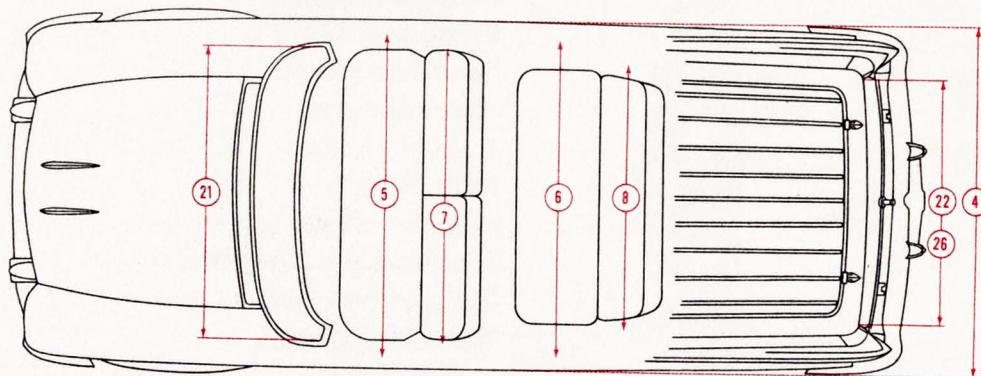
Rambler 6 . . . . .	Model "10"
Rambler Rebel V-8 . . . . .	Model "20"
Ambassador V-8 . . . . .	Model "80"

<b>1</b>	Wheelbase, "10" & "20" . . . . .	108"	<b>14</b>	Rear seat height . . . . .	14.2"
	Wheelbase, "80" . . . . .	117"	<b>15</b>	Front seat depth . . . . .	17.8"
<b>2</b>	Overall length, "10" & "20" . . . . .	191.15" (1)	<b>16</b>	Rear seat depth . . . . .	17.5"
	Overall length, "80" . . . . .	200.15" (2)	<b>17</b>	Axle clearance, "10" . . . . .	7.5" (4)
<b>3</b>	Overall height, loaded, "10" . . . . .	58" (3)		Axle clearance, "20" . . . . .	7.3"
	Overall height, loaded, "20" . . . . .	57.8"		Axle clearance, "80" . . . . .	6.9"
	Overall height, loaded, "80" . . . . .	57.6"	<b>18</b>	Steering wheel to cushion . . . . .	5.6"
<b>4</b>	Overall width . . . . .	72.2"	<b>19</b>	Slant height of windshield . . . . .	17.1"
<b>5</b>	Front seat hip room . . . . .	59.8"	<b>20</b>	Slant height of rear window . . . . .	17.3"
<b>6</b>	Rear seat hip room . . . . .	60.1"	<b>21</b>	Windshield width and area . . . . .	59.8", 1105.7 Sq. In.
<b>7</b>	Front shoulder room . . . . .	57.7"	<b>22</b>	Rear window width and area . . . . .	58.8", 1078.6 Sq. In.
<b>8</b>	Rear shoulder room . . . . .	57.6"		Total glass area . . . . .	3493.2 Sq. In.
<b>9</b>	Front head room . . . . .	36"	<b>23</b>	SAE Std. Luggage Rating (tire in) . . . . .	13.5 Cu. Ft.
<b>10</b>	Rear head room . . . . .	35"		SAE Std. Luggage Rating (tire out) . . . . .	16.5 Cu. Ft.
<b>11</b>	Front leg room . . . . .	43"		With 6.70 tires, Opt. on "10": (3) 58.1" (4) 7.6"	
<b>12</b>	Rear leg room . . . . .	40"			
<b>13</b>	Front seat height . . . . .	10.4"			

With Continental tire: (1) 198.9" (2) 207.9

# SPECIFICATIONS

## CROSS COUNTRY STATION WAGONS . . . . .



# BODY DIMENSIONS

Rambler 6 Model "10"  
 Rambler Rebel V-8 Model "20"  
 Ambassador V-8 Model "80"

<b>1</b>	Wheelbase, "10" and "20" . . . . .	108"	<b>18</b>	Steering wheel to cushion . . . . .	5.6"
	Wheelbase, "80" . . . . .	117"	<b>19</b>	Slant height of windshield . . . . .	17.1"
<b>2</b>	Overall length, "10" and "20" . . . . .	193.6"	<b>20</b>	Slant height of rear window . . . . .	11.1"
	Overall length, "80" . . . . .	202.6"	<b>21</b>	Windshield width and area . . . . .	59.8", 1105.7 Sq. In.
<b>3</b>	Overall height, loaded, "10" . . . . .	58.6"(1)	<b>22</b>	Rear window width and area . . . . .	47.5", 522.7 Sq. In.
	Overall height, loaded, "20" . . . . .	58.4"		Total glass area . . . . .	3739.3 Sq. In.
	Overall height, loaded, "80" . . . . .	58.2"	<b>23</b>	Carrying compartment length (seat down) . . . . .	82.4"
<b>4</b>	Overall width . . . . .	72.2"	<b>24</b>	Carrying compartment length (seat up) . . . . .	48.5"
<b>5</b>	Front seat hip room . . . . .	59.8"		Carrying capacity (seat down) cu. ft. . . . .	80
<b>6</b>	Rear seat hip room . . . . .	60.1"	<b>25</b>	Carrying compartment height . . . . .	29.1"
<b>7</b>	Front shoulder room . . . . .	57.7"	<b>26</b>	Tail-gate opening . . . . .	47.8" (Top), 50.8" (Floor)
<b>8</b>	Rear shoulder room . . . . .	57.6"	<b>27</b>	Tail-gate length . . . . .	22.4"
<b>9</b>	Front head room . . . . .	36.6"	<b>28</b>	Tail-gate opening height . . . . .	24.6"
<b>10</b>	Rear head room . . . . .	36.0"	<b>29</b>	Tail-gate to ground height, "10" . . . . .	25.9" (3)
<b>11</b>	Front leg room . . . . .	43"		Tail-gate to ground height, "20" . . . . .	25.8"
<b>12</b>	Rear leg room . . . . .	40"		Tail-gate to ground height, "80" . . . . .	25.0"
<b>13</b>	Front seat height . . . . .	10.4"		With 6.70 tires, opt. on "10": (1) 58.7"	
<b>14</b>	Rear seat height . . . . .	14.2"			(2) 7.6"
<b>15</b>	Front seat depth . . . . .	17.8"			(3) 26.0"
<b>16</b>	Rear seat depth . . . . .	18.1"			
<b>17</b>	Axle clearance, "10" . . . . .	7.5"(2)			
	Axle clearance, "20" . . . . .	7.3"			
	Axle clearance, "80" . . . . .	6.9"			

# SPECIFICATIONS

## ENGINE—GENERAL

Type.....	
Number of Cylinders.....	
Bore and Stroke.....	
Displacement.....	
Horsepower, Taxable.....	
Horsepower, Brake, BHP @ RPM.....	
Torque, Lb. Ft. @ RPM.....	
Compression Ratio.....	
Engine Mounting.....	
Cylinder Block and Head.....	

## VALVES

Intake.....	1.594" Dia.	1.787" Dia.
Exhaust.....	1.343" Dia.	1.406" Dia.
Valve Lift, Intake.....	.366"	.375"
Valve Lift, Exhaust.....	.361"	.375"
Type of Valve Lifters (Tappets).....	Solid	Solid . . . Hydraulic

## PISTONS

Type and Finish.....	Conformatic, Solid Skirt, Tin Plate	Autothermic, Slipper Skirt, Tin Plate
Material and Weight.....	Aluminum Alloy D-132, 14.7 Oz.	Aluminum Alloy Steel Insert, 18.0 Oz. . . 23.5 Oz.
Number of Rings.....	Two Compression, One Oil	
Type Lower Oil Ring.....	3-Pc. Steel, Slotted Rail	
Piston Pin.....	Locked-in-Rod (Press-Fit), .8595"-.8598" Dia.	Locked-in-Rod (Press-Fit), .9305"-.9308" Dia.

\*Optional Dual-Throat Carb.: 138 BHP @ 4500—185 lb. ft. @ 1800

## SIX

Six, In-Line
3 1/8" x 4 1/4"
195.6 cu. in.
23.44
*127 @ 4200
*180 @ 1600
8.7:1

## Overhead Valve

V-8, 90° V
3 1/2" x 3 1/4" . . . 4" x 3 1/4"
250 cu. in. . . . 327 cu. in.
39.2 . . . 51.2
215 @ 4900 . . . 270 @ 4700
260 @ 2500 . . . 360 @ 2600
8.7:1 . . . 9.7:1

4-Point, Rubber Cushion  
Special Cast Iron Alloy

# SPECIFICATIONS

## CONNECTING RODS

Material .....  
 Length and Weight .....  
 Bearing Material .....  
 Bearing Dia. and Length .....

## CRANKSHAFT

Material and Weight .....  
 Vibration Dampener .....  
 Counterbalanced .....  
 Bearings, Main .....  
 Bearings, Dia. and Length .....

## CAMSHAFT

Material .....  
 Bearings .....  
 Type Drive .....

## LUBRICATION

Main, Connecting Rod, Camshaft  
 Bearings .....  
 Cylinder Walls .....  
 Piston Pins .....  
 Tappets and Timing Chain .....

Oil Pump, Gear, Fixed Intake .....  
 Oil Filter .....

## SIX

Drop Forged Steel  
 6 $\frac{5}{8}$ ", 23 Oz.  
 Steel-Backed Micro-Babbitt  
 2.0951" x .959"

Drop Forged Steel, 65.5 lbs.

Yes, 80%  
 Four, Steel-Backed  
 Micro-Babbitt  
 2 $\frac{31}{64}$ " x 1 $\frac{1}{8}$ "  
 #4, 2 $\frac{31}{64}$ " x 1 $\frac{17}{32}$ "

Four, Steel-Backed  
 Micro-Babbitt

Splash

50 PSI @ 3000 RPM

Walker, Partial-Flow (Opt.)

## REBEL . . . AMB.

Drop Forged Steel  
 6 $\frac{3}{8}$ ", 27.6 Oz.  
 Steel-Backed Micro-Babbitt  
 2.2486" x .867"

Drop Forged Steel, 62.8 lbs.

Rubber and Friction

Yes, 100%  
 Five, Steel-Backed  
 Micro-Babbitt  
 2 $\frac{1}{2}$ " x .950"

Special Cast Iron Alloy

Five, Steel-Backed  
 Micro-Babbitt

Chain

Pressure  
 Squirt Holes in Con. Rods  
 Splash

Tappets—Pressure;  
 Chain—Pressure Jet;

55 PSI @ 3000 RPM

Walker, Full-Flow  
 (Opt. Rebel, Std. on Amb.)

# SPECIFICATIONS

## FUEL SYSTEM

Carburetor.....	
Carburetor, Optional.....	
Carburetor Make.....	
Fuel Pump.....	Mechanical, 4 to 5½ PSI
Fuel Filter.....	"Magnatrap" Standard
Vacuum Booster.....	Std., Incorp. in Fuel Pump
Choke.....	Automatic, Integral
Air Cleaner, Standard.....	Dry Type (Wire Gauze)
Air Cleaner, Optional.....	*Oil Bath
Intake Manifold, Type.....	6-Port, Iso-Thermal (Sealed-In)
Recommended Fuel.....	Regular

## EXHAUST SYSTEM

Muffler Type.....	Reverse Flow
Header Type.....	Sweep-type Manifold, Single Exhaust
Exhaust Pipe Diameter.....	2"
Tail Pipe Diameter.....	1¾"

## COOLING SYSTEM

Radiator Type.....	Tube and Fin
Radiator Cap Pressure.....	13 PSI
Circulation Thermostat.....	Choke, 170°F. (180°F. opt.)
Water Pump.....	Centrifugal, Belt Drive
Water Pump Location.....	Front of Block
Water Jackets.....	Full Length

\*Oil Bath cleaner standard with Dual-Throat carburetor option.

## SIX

Single Throat, Downdraft
Twin-Throat, Downdraft
Carter

## REBEL . . . AMB.

Four-Barrel, Downdraft
None
Holley
Mechanical, 4 to 5½ PSI
"Magnatrap" Standard
Std., Incorp. in Fuel Pump
Automatic, Integral
Dry Type (Wire Gauze)
*Oil Bath
6-Port, Iso-Thermal (Sealed-In)
Regular

Cellulose-Fiber  
None

Separate, Bolt-On  
Regular . . . Premium

Twin Manifolds,  
Dual Exhausts  
1 7/8"  
1 3/4"

# SPECIFICATIONS

## SIX

Fan . . . . .  
 Fan, with Air Conditioning . . . . .  
 Fan Bearing . . . . .  
 Powr-Saver Fan . . . . .

14" Dia., Four Blades  
 15 $\frac{1}{32}$ " Dia., Five Blades  
 Double-Row Ball Bearing  
 Not Avail.

## REBEL . . . AMB.

18" Dia., Four Blades  
 18" Dia., Five Blades  
 Double-Row Ball Bearing  
 Not Avail. . . . . Optional

## ELECTRICAL SYSTEM

Battery, Auto-Lite . . . . .  
 Battery Type, 12-Volts . . . . .  
 Battery, with Air Cond. . . . .  
 Battery Location . . . . .  
 Terminal Grounded . . . . .  
 Generator . . . . .  
 Regulator . . . . .  
 Starting Motor . . . . .  
 Starter Control . . . . .  
 Distributor and Coil . . . . .  
 Distributor Advance . . . . .  
 Ignition Timing . . . . .  
 Firing Order . . . . .  
 Spark Plug (1st. Prod.) . . . . .  
 Spark Plug (2nd. Prod.) . . . . .  
 Spark Plug Gap . . . . .  
 Protection of Circuits . . . . .  
 Sealed-Beam Headlamp No. . . . .  
 Dual Headlight System . . . . .  
 Dual Horns . . . . .

11MS-45AH 7 Plates/Cell	11HS-50AH . . . 11HS-60AH 9 Pl./Cell . . . 11 Pl./Cell
	11HS-60AH, 11 Pl./Cell
Front Left Side, Under Hood	Front Right Side, Under Hood
	Negative
	Delco-Remy, Shunt Type
	Delco-Remy, Voltage and Current Control
	Delco-Remy
	Ignition Key
	Delco-Remy
	Centrifugal and Vacuum
	5° BTDC
1-5-3-6-2-4	1-8-4-3-6-5-7-2
	Auto-Lite AL-7 or Champion H-10
Auto-Lite AL-82	Champion H-18Y
	.033" to .037"
	Circuit Breaker and Fuses
	Outer 4002, Inner 4001 (Single 5400)
	Standard (Opt. on Deluxe)
	Standard (Except on Deluxe)

## POWER TRAIN

Clutch.....	Dry, Single Disc, Borg-Beck
Clutch Diameter, Inside and Outside, Six.....	5 $\frac{1}{8}$ " x 8 $\frac{1}{2}$ "
Clutch Diameter, Inside and Outside, Rebel.....	7" x 10"
Clutch Diameter, Inside and Outside, Amb.....	6 $\frac{1}{2}$ " x 10 $\frac{1}{2}$ "
Clutch Release Bearing.....	Ball, Pre-lubricated
Transmission Types.....	Syncromesh (Standard) Overdrive (Optional) Flash-O-Matic (Optional)
Overdrive Reduction Ratio.....	0.7:1
Rear Axle and Gear Type.....	Semi-Floating, Hypoid
Rear Axle Drive Type.....	Torque Tube
Rear Axle Gear Ratios, Six Cyl.:	
Syncromesh (Std.).....	3.78:1 (9-34)
Syncromesh (Opt.).....	4.11:1 (9-37)
Syncromesh (Opt.).....	4.38:1 (8-35)
Overdrive (Std.).....	4.38:1 (8-35)
Overdrive (Opt.).....	4.11:1 (9-37)
Flash-O-Matic (Std.).....	3.31:1 (13-43)
Flash-O-Matic (Opt.).....	3.78:1 (9-34)
Rear Axle Gear Ratios, Rebel:	
Syncromesh (Std.).....	4.10:1 (10-41)
Syncromesh (Opt.).....	4.44:1 (9-40)
Overdrive (Std.).....	4.44:1 (9-40)
Overdrive (Opt.).....	4.10:1 (10-41)
Flash-O-Matic (Std.).....	3.55:1 (11-39)
Flash-O-Matic (Opt.).....	3.15:1 (13-41)
Rear Axle Gear Ratios, Amb.:	
Syncromesh or Overdrive.....	4.10:1 (10-41)
Flash-O-Matic.....	3.15:1 (13-41)
Powr-Lok Differential .....	Optional, V-8 Only

## RUNNING GEAR

Tread, Front.....	Six & Amb., 57 $\frac{3}{4}$ " . . . . .	Rebel, 58 $\frac{3}{4}$ "
Tread, Rear.....	Six, 58" . . . . .	V-8, 59 $\frac{1}{8}$ "
Suspension, Front & Rear.....		Coil Springs
Front Sway-Stabilizer Torsion Bar.....		Amb. Only
Shock Absorbers.....	Two-Way Hydraulic, Direct-Acting	
Steering Gear Box Ratio (Manual or Power).....		20:1
Overall Steering Ratios, & Steering Wheel Turns:		
Six, Manual.....	23.0:1 . . . . .	4.72
Six, Power.....	18.6:1 . . . . .	3.62
Rebel V-8, Manual.....	24.0:1 . . . . .	4.60
Rebel V-8, Power.....	18.4:1 . . . . .	4.19
Amb. V-8, Manual.....	25.6:1 . . . . .	4.73
Amb. V-8, Power.....	25.4:1 . . . . .	4.62
Turning Diameter, Ft. ....	Six, 37 $\frac{1}{4}$ ' . . . . .	Rebel, 37 $\frac{3}{8}$ ' Amb., 39 $\frac{3}{4}$ '
Power Steering (Optional).....	Monroe, Linkage Booster	
Brakes, Hydraulic, Servo-Action .....	Six, Wagner . . . . .	V-8, Bendix
Brake Linings.....		Riveted to Shoes
Brake Lining Area.....	Six, 150 Sq. In. . . . .	V-8, 159 Sq. In.
Brake Drums, Dia.....	Six, 9" . . . . .	V-8, 10" plus flange
Parking Brake.....		Operates on Rear Brakes
Power Brakes (Optional).....		Bendix, Treadle-Vac
Wheel Size.....	Six, 4 $\frac{1}{2}$ x 15 . . . . .	V-8, 5 $\frac{1}{2}$ x 14
Tires.....		Goodyear or Goodrich Tubeless
Tire Size, Six.....	6.40 x 15—4 Ply (6.70 Opt.)	
Tire Size, Rebel.....	7.50 x 14—4 Ply	
Tire Size, Ambassador.....	8.00 x 14—4 Ply	
Tire Pressure.....		24 PSI

CAPACITIES	SIX	REBEL	AMB.
U. S. (Br. Imp.)			
Cooling System, Qts.	10 (8.3)	20 (16.7)	19 (15.8)
with Heater, Qts.	11 (9.2)	21 (17.5)	20 (16.7)
Eng. Oil, less filter, Qts.		4 (3.3)	
Eng. Oil, with filter, Qts.		5 (4.2)	
Std. Trans., Pts.	1.5 (1.25)	2.25 (1.9)	4 (3.3)
Overdrive, Pts.	2.75 (2.3)	3.5 (2.9)	4 (3.3)
Automatic, Pts.		20 (16.7)	22 (18.3)
Rear Axle, Pts.	3 (2.5)		4 (3.3)
Fuel Tank, Gals.		20 (16.7)	

LICENSE DATA	SIX	REBEL	AMB.
Wheelbase	108"	108"	117"
Brake Horsepower	127 BHP	215 BHP	270 BHP
Optional Engine	138 BHP	(None)	(None)
Bore and Stroke	3 1/8" x 4 1/4"	3 1/2" x 3 1/4"	4" x 3 1/4"
Displacement, Cu. In.	195.6	250	327
Taxable Horsepower	23.4	39.2	51.2
Starting Serial No.	D-409001	A-16001	V-27001
Starting Engine No.	B-145001	G-24001	N-17001
Optional Engine	CB-9001	(None)	(None)
Serial No. Location		Under Hood, right side panel	
6—Engine No. Loc.		Block, upper left front corner	
V-8—Engine No. Loc.		Block, lower left front corner	

SHIPPING WEIGHTS	MODEL	WHT. LBS.
6, Deluxe Sedan	5815	2947
6, Super Sedan	5815-1	2960
6, Custom Sedan	5815-2	2968
6, Deluxe Station Wagon (Fleet)	5818	3056
6, Super Station Wagon	5818-1	3069
6, Custom Station Wagon	5818-2	3079
6, Super Hardtop	5819-1	2983
V-8, Deluxe Sedan (Fleet)	5825	3287
V-8, Super Sedan	5825-1	3300
V-8, Custom Sedan	5825-2	3313
V-8, Super Station Wagon	5828-1	3410
V-8, Custom Station Wagon	5828-2	3418
V-8, Custom Hardtop	5829-2	3328
Amb. V-8, Custom Hardtop Sta. Wag.	5883-2	3586
Amb. V-8, Super Sedan	5885-1	3456
Amb. V-8, Custom Sedan	5885-2	3462
Amb. V-8, Super Station Wagon	5888-1	3544
Amb. V-8, Custom Station Wagon	5888-2	3568
Amb. V-8, Custom Hardtop	5889-2	3475

#### ADD WEIGHTS IF SO

EQUIPPED:	SIX	REBEL	AMB.
Automatic Trans.	75	47	17
Overdrive Trans.	36	25	15
Radio	10	10	13
Weather Eye Heater	13	13	13
All-Season Air Conditioning	100	94	94
Power Steering	34	35	39
Power Brakes	13	13	13
Continental Tire Mount	39	39	40
Power Lift Windows	18	18	18
Undercoating	14	14	14
6.70 tires	12		

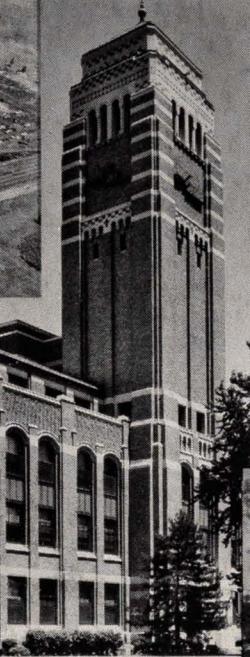
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